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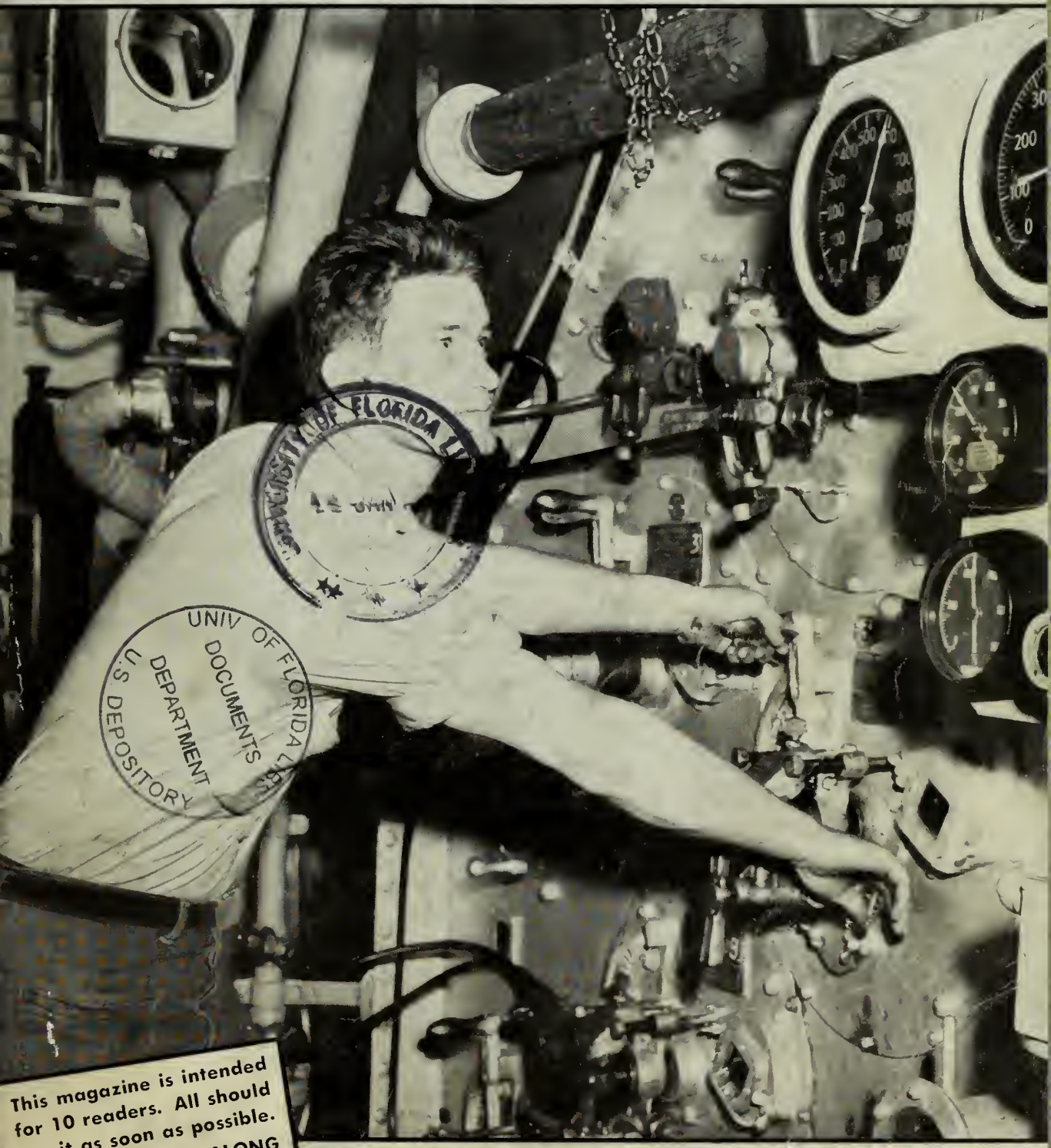
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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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JANUARY 1955



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY 1955

Navpers-0

NUMBER 455

VICE ADMIRAL JAMES L. HOLLOWAY, JR., USN
The Chief of Naval Personnel

REAR ADMIRAL MURR E. ARNOLD, USN
The Deputy Chief of Naval Personnel

COLONEL WM. C. CAPEHART, USMC
Assistant Chief for Morale Services

TABLE OF CONTENTS

	Page
Black Gang Magic Runs Navy Ships	2
The Word	6
A Whitehat Is Your Passport to Travel	8
This Is No Numbers Game—It Pays Off	12
Navymen Go Where the Wild Winds Blow	14
Servicewise: News of Other Services	18
Letters to the Editor	20
<i>Special Feature</i>	
Navy's 1955 All Star Team:	
Minute Profiles of the 33 Top Admirals	26
Today's Navy	35
This is How It Was Back in 17th Century	41
Navy Sports	42
Bulletin Board	45
New Deck Log Is Streamlined	45
Directives in Brief	47
Regular Navy Officer Retirement Roundup	48
New FHA Law Will Help Navymen to Get Needed Housing	52
Decorations and Citations	56
Book Reviews	58
Book Supplement: World Cruise—1838	59
Taffrail Talk	64

LCDR F. C. Huntley, USNR, **Editor**
John A. Oudine, **Managing Editor**

Associate Editors

G. Vern Blasdel, **News**

David Rosenberg, **Art**

Elsa Arthur, **Research**

French Crawford Smith, **Reserve**

• **FRONT COVER:** FIREMAN checks dials in photo representative of the many Navymen working below decks.

• **AT LEFT:** EARLY MORNING MESSAGE is sent at sea. Signalman stands by signal searchlight ready to flash message to escorting destroyer.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photo on page 41 by Washington, D. C., *Evening Star*.

Black Gang Magic Runs Navy Ships

BACK IN THE DAYS of the "Great White Squadron" the sailing ship tradition of "one hand for yourself and one hand for the ship" was already on the way out, with the top-hand sailor and his masts and spars being replaced by a new breed of seafarers and a more certain means of power—the "black gang" and steam propulsion plants.

In order to keep these plants in fuel, the Navy maintained coaling stations on far-flung coasts, and colliers were a part of every fleet. "Black gang" was an apt description for the coal-shoveling engineers who went to sea but rarely saw the waves, since they spent their time tinkering with slide bars, ash ejectors and erosion plates.

But today's Navy is different. Coal has been replaced on all ships by fuel oil. And while grease and oil can be dirty, "black gang" is no longer descriptive of the hard-working teams who man modern fleet engineering spaces—teams much more important today than they were back when the Navy's steam vessels were also required to have a full complement of sail.

For an idea of what "gives" with the black gang in our modern high-pressure high-temperature Navy,

suppose we use as an example a light cruiser such as the twin-screw *uss Juneau* (CLAA 119).

Juneau and her sisters are actually powered by two independent plants,

Bluejackets Below Decks

Put BTUs and RPMs Into

Your Ship, Keep It Going

one forward and one aft. Each includes two boilers which supply steam to the turbines, and a double reduction unit driving a propeller shaft.

The forward plant, located in the No. 1 fire- and engine-rooms, furnishes power to drive the starboard shaft; the after plant, in the No. 2 fire and engine-rooms, drives the port shaft.

Each plant is provided with sufficient fuel oil and equipment to supply the boilers with plenty of feed water, and each has condensing equipment to reconvert the exhaust steam into feed water again. If you want statistics, each propulsion plant is capable of delivering 37,500 shaft

horsepower at 265 propeller r.p.m. for ahead operation, or a total of 20,000 shaft horsepower (10,000 per shaft) at 163 propeller r.p.m. for astern operation.

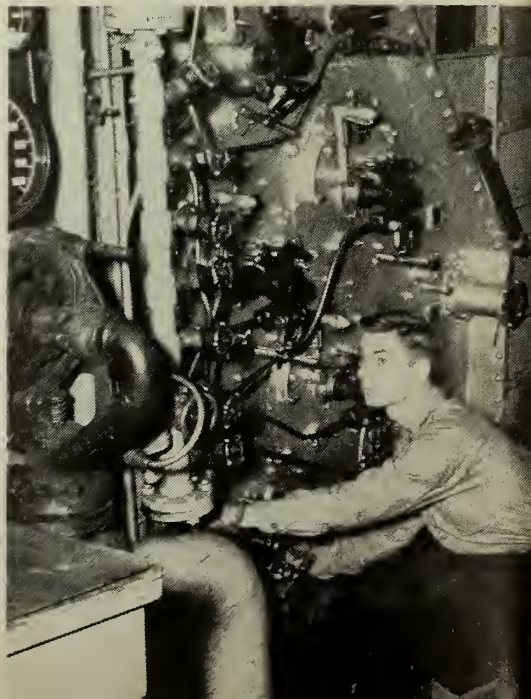
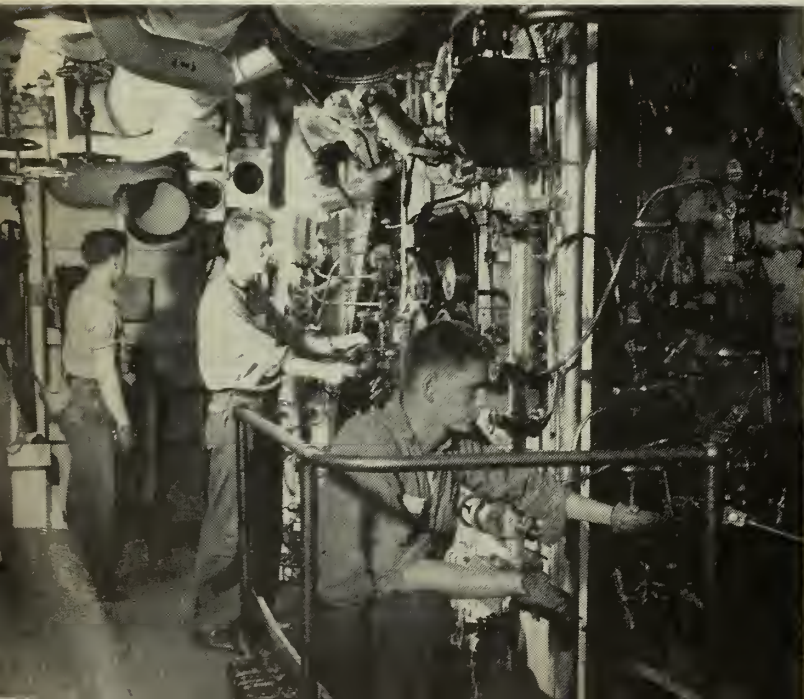
Well before the time comes for getting underway FAs and FNs, BTs, MMs and ENs head for their assigned spaces and set their watch. When a boiler is "lit off" there must be someone to man the feed-water pumps, while someone else mans the fuel oil pumps, heaters and burners. Other men must operate the forced draft blower system, to supply the air needed for combustion of the fuel.

To get an idea of the complexity of the black gang's duties, let's start off with the largest group in the black gang force—the counterparts of the deck gang's seamen and apprentices.

Firemen—FAs and FNs—may be held solely responsible in some of the jobs described here, or they may assist a petty officer in a more complicated job. For the benefit of deck hands who have heard these terms but do not know what they represent, some of these fireroom billets are:

- **Burnerman.** This is a term familiar to all firemen working in a fireroom. Burnermen help to maintain proper steam pressure by con-

FIREROOM valves and dials are watched closely by black gang on modern carrier. Right: Fireman is cutting in a burner.





DEHUMIDIFICATION piping on boiler of ship in Reserve Fleet is tightened. Right: Check is made on number four throttle.

trolling fuel oil pressure to the burners and by cutting in or cutting out burners to regulate the firing rate. It is also the burnerman's duty to keep boiler fronts and drip pans free of oil.

- **Superheater Burnerman.** This is another job for the FN, maintaining proper steam temperature by controlling fuel oil pressure and by cutting in or cutting out burners in the superheater furnace. This man may also double as blowerman.

- **Blowerman.** When the ship's speed is increased, additional burners must be cut in to build up the necessary steam pressure. The blowerman speeds up the blowers before the burners are added, thereby maintaining the proper mixture of fuel and air for economical operation.

- **Checkman.** This job may be handled by either a BT3 or a qualified FN. A checkman handles the feed water system, operating the boiler feed check valve which regulates the rate at which feed water enters the steam drum. He may also maintain water at the correct level in the de-aerating feed tank.

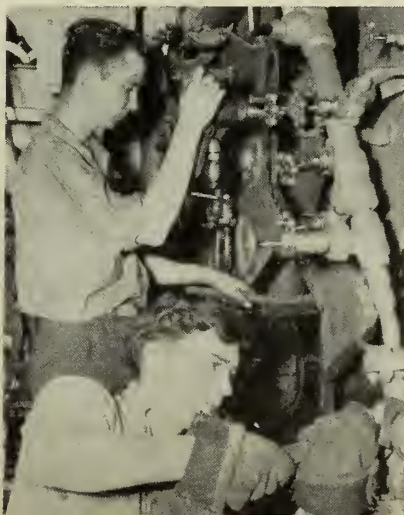
Firemen in both the firerooms and the enginerooms may lend a hand in making the hourly readings to be entered in the ship's log. Other jobs for the fireman are in connection with operation of the turbines, condensers and condensate pumps, ship's service

generators and other equipment installed in the engine rooms.

Firemen or FAs may also be assigned to man the phones during general quarters or when entering or leaving port, or to keep watch on the bearings or propeller shafts leading from the reduction gears to the ship's props. And there are always such tasks as keeping oil wiped up, sweeping up floor plates, dumping trash cans, calling the relief watch, chipping and painting and mothering the "joe" pot.

The main enginerooms are perhaps one of the most fascinating parts

CLEANING, CHIPPING are routine matters for 'black gang' pictured at work in one of ship's firerooms.



of a ship. There you will find the control board with the many dials that register the pulse-beat of the ship, as well as valves that are turned to "pour on the coal," actually a process of feeding more steam into the turbines.

The great reduction gears, much like the transmission gears of your automobile, are sealed off and locked from view—and from possible damage. The keys are guarded as carefully as the paymaster guards the combination to his safe. Opening the reduction gears almost calls for a ceremony—say, at the time the Board of Inspection and Survey makes its annual inspection.

Even before the Board makes its decision, however, the results are known. You'd be safe in betting that not a day has passed without the Engineer Officer and a great many of the engineroom personnel putting their sensitive fingers on the gear housing while listening for anything out of the ordinary. This they do to feel any possible vibration that might indicate a shaft which is slightly out of line, or a gear that is worn.

Up on a partial deck of the engine room will be found the generator flats. They are clean, extremely neat, and without movement except for the turning of shafts. A massive switchboard looms over the entire flat, while screens and warning signs keep men



BOILER MAINTENANCE is one of the many important jobs of the engineering force working below with black gang to keep ship operating at her best.

away from the "hot" boards. Rubber deck mats and wooden gratings are in evidence—safety devices to offset possible grounding through personnel.

So much for the "black gang's" domain—the enginerooms and fire-rooms, shaft alleys and generator flats which give your ship life. Scattered throughout the remainder of the ship are a number of other shops and locations manned by Engineering Department personnel in Group VII ratings. While they are not "black gang" in the strictest sense, their jobs are similar and they also are equally important to successful operation of the ship.

Before taking a check on such diverse jobs as damage control and maintenance of small boat engines, however, suppose we glance at the over-all Engineering Department set-up. The department is headed by the Engineer Officer, who is responsible for the operation and upkeep of all propulsion and auxiliary machinery, the control of damage, maintenance

of boat machinery, repair of the hull and its fixtures, and all repair beyond the capacity of other departments.

Normally, the Engineer Officer has the following assistants to help him in carrying out his duties:

- **Main Propulsion Assistant.** He is the officer in charge of the main propulsion plant and such additional machinery as may be assigned to him. He is responsible for the upkeep of such machinery and for training the men who operate it. While "M" and "B" divisions have their own division officers, he also has jurisdiction over those divisions. "M" division personnel take charge of such "innards" as main engines with their shafting and bearings, propellers, turbogenerators, hydraulic machinery and stowage. The men of "B" division are responsible for boilers, including tests of oil and water, maintenance of adequate reserves of feed and fresh water, and the operation of fireroom auxiliary machinery.

- **Damage Control Assistant.** The Damage Control Assistant is charged primarily with assisting the Engineer Officer in setting up and maintaining an effective damage control organization and in the supervision of repairs. Included in his duties are the preparation of damage control and watertight integrity bills, the training of men in damage control, repair, atomic, biological and chemical warfare defense and other defensive measures, and the operation and maintenance of the ship's repair facilities.

The DC Assistant's working force consists of the "A" and "R" divisions. "A" division men take charge of such items as the ship's refrigeration, distilling plants, steering gear, deck machinery, in addition to the ship's heating system and the machine shop. The men of "R" division constitute the primary damage control force, while also running the metalsmith, pipefitter and carpenter shops.

- **Electrical Officer.** The Electrical Officer has charge of the "E" division, and is responsible for the operation, maintenance and repair of the electrical machinery and systems throughout the ship. Electric power and lighting systems, and the internal communications are all under his supervision.

Working under these various officers are the following ratings: damage controlmen (DC), electrician's mates (EM), interior communications electricians (IC), pipefitters (FP), metalsmiths (ME), molders (ML), machinery repairmen (MR), and patternmakers (PM)—not to mention the fireman apprentices and the firemen who are striking for a higher rate in one of these ratings, or the BTs, MMs and ENs.

METALSMITHS (at right) fabricate sheet metal into galley vent. Left: New shaft is made with boring mill in machine shop.



Shops devoted to such specialties as carpentry and electricity are located in the larger ships. Of these, the machine shop is perhaps the most important. In the machine shop are located machine tools—lathes, drill presses and grinders—and a storeroom for hand tools and portable power tools.

Machinery repairmen use the larger tools in making replacements for broken parts when spares are not available. Portable tools and hand tools are checked out to working parties performing on-the-scene repairs.

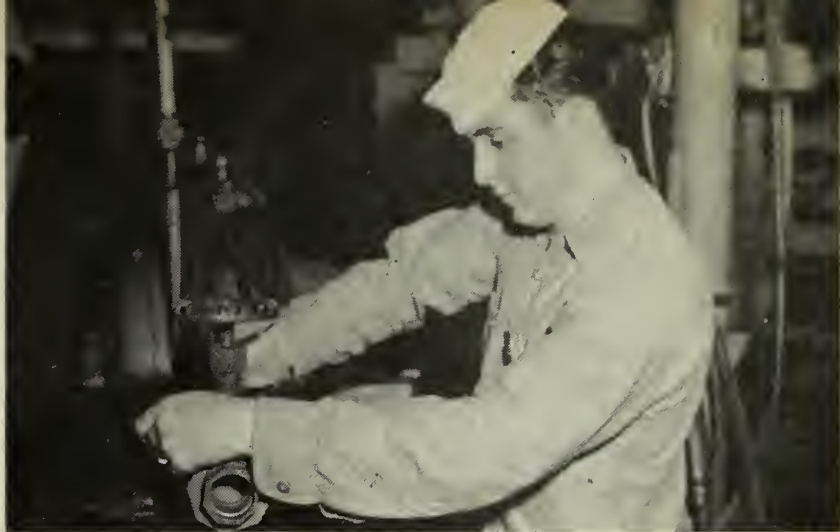
Larger ships have a carpenter shop, which serves as a base of operations for the damage controlmen who repair and maintain the ship's small boats, make shipping boxes and crates, or possibly a blackboard for the I&E officer. Saws, jointers, planers and lathes are kept busy filling the many daily requests for woodworking jobs.

The DCs also maintain damage control lockers in different sections of the ship. These contain most of the equipment needed to meet almost any emergency. Other DC and carpenter shop tasks range from laying linoleum to recharging CO₂ fire extinguishers.

Another important shop is the metalsmith's workshop, where sheet metal is fabricated into dozens of necessary items. This shop also handles oxyacetylene and arc welding and cutting.

Many ships also have a pipefitter's shop, which installs, maintains and repairs all valves and piping, plumbing system fixtures and fittings.

In addition, there may be an electrical workshop, and an interior communications workshop, all under the supervision of the Electrical Officer.



PIPEFITTER'S SHOP found on many ships installs, maintains, and repairs the many valves and great length of piping used in operation of Navy's fleets.

These shops, in order, are responsible for the care and maintenance of your ship's AC and DC electrical equipment, and such interior communications systems as the IMC "squawk box" and the sound-powered phone system.

Two of the Group VII ratings are not likely to be found on your ship, molders (ML) and patternmakers (PM). Men in these ratings are usually assigned to major shore bases and repair installations, although a few of them are to be found on board tenders and repair ships.

Wherever you find the "black gang," however, you'll find a group of quiet, serious craftsmen who take pride in their machinery and their jobs. For example, you may see a machinist's mate explaining reduction gears to someone—and chances are he'll emphasize his lecture with a gentle pat or two on the housing. Or watch a chief engine man as he inspects the machinery under his charge. A smile, and all is well, but a frown will generate activity, and it

better not be something that was down in his notebook on a previous inspection.

The traditional rivalry between the "black gang" and the "deck apes" has almost gone out of the new Navy, except when it comes to competing with each other for an "Outstanding" during inspections—or in a game of softball. Other than that friendly and worthwhile rivalry, you'll find that the divisions on a ship respect each other for the knowledge that each has and the work that each does to ready his ship to fight and to carry out its mission.

No one rating in the Navy can be considered more important than another, but whether it's running the machinery of a ship, repair and maintenance, or damage control—when you see the men of the engineering force in action, you'll see that it takes brains and know-how, as well as solid muscle and hard work for members of the "black gang" and their repair and damage control shipmates to do their jobs. —Barney Baugh, JO1, USN

SALTWATER INTAKE pump is repaired below decks. Right: Bluejackets of ship's electrical shop wind transformer coil.



THE WORD

Frank, Authentic Advance Information On Policy—Straight from Headquarters

● **TRAVEL BY AUTO**—The next time you're ordered to temporary additional duty and your orders authorize travel by privately-owned conveyance, as more advantageous to the Government, there's a chance that you will be entitled to only five cents instead of seven cents a mile for the travel performed. The two-cent reduction for travel performed under certain conditions is one of the major provisions of Change 29 to *Joint Travel Regulations*, dated 1 Dec 1954.

New paragraph 4203(3b) of Chapter IV, Part E, JTR, sets forth the following requirements for reimbursement at the rate of seven cents per mile: you must have been actually the owner or operator of the privately-owned conveyance used and primarily responsible for payment of the operating expenses of the vehicle, and you must sign a statement to that effect.

If you are not primarily responsible for payment of the operating expenses of the vehicle used—or if you fail to sign a statement to that effect, even though you were primarily responsible—the payment of only five cents a mile is authorized.

In effect, the new change means this: passengers in another man's auto will be authorized only five cents a mile as reimbursement, even though they help with the driving and share the expenses.

The new change points out, too, that reimbursement at the rate of

seven cents a mile will be made only when it has been determined by the government that travel by privately owned conveyance is more advantageous to the government. This determination is based on the facts in each case and the order-issuing authority must be convinced that such means of travel is clearly more advantageous. It should be noted, however, that this change does not affect mileage rates payable on permanent change-of-duty orders.

The advantage gained by Uncle Sam may be more efficient, economical or expeditious accomplishment of government business, such as trips to places where commercial transportation is non-existent or to places where travel by other means would be so time-consuming as to delay public business unduly.

● **WAR TROPHIES**—You can no longer bring war trophies into the United States or its possessions. The cut-off date for authority to retain and bring to the continental U. S. enemy war trophies was 29 Nov 1954.

Under this authority, published in OpNav Inst. 5800.4, personnel could bring back to the United States small items of enemy equipment, such as headgear and firearms (except automatic weapons). All war trophies had to be accompanied by a certificate from the individual's commanding officer that he (the man with the war prize) was on duty in Korea between 25 Jun 1950 and 29 Nov 1954.

● **VERTICAL TAKEOFF FIGHTER**—

Test flights of the vertical takeoff fighter XFY-1, which are continuing almost daily at Brown Naval Auxiliary Air Station near San Diego, Calif., may open up an entirely new frontier in aviation (see *ALL HANDS*, May 1954, p. 6).

A test pilot at this Naval Air Activity is matching straight-up takeoffs to high speed horizontal flight and straight-down landings. The plane sits on its tail before takeoff, supported by caster-like wheels at the tips of its delta-wing and upper and lower fins.

More than four years of engineering and development work are embodied in the current flights. The plane represents the Navy's need of aircraft which can take off vertically from the fantail of a cargo ship, fly a fighter mission at more than 500 miles an hour and then back down to a pinpoint landing on its ship.

As presently designed, the experimental plane takes the advantages of the helicopter and conventional fighter and combines them in an airplane with a speed range—in the air—of zero to more than 500 miles an hour. It was designed as a convoy escort fighter but many new uses have been suggested. It can be used anywhere a small piece of ground is available as a base. The YT-40-A-14 jet engine develops 5850 equivalent shaft horsepower, enough to support the plane by its 16-foot propellers alone.

● **RELEASE PROGRAM**—Don't plan on an early separation if your present active duty obligation expires after 31 January.

The current release program which provides for an advance up to two months in the separation dates of both Regular Navy and Naval Reserve enlisted personnel will expire 31 Jan 1955. There are no plans at the present time to advance the



PASS THIS COPY ALONG—Nine other men in the chain of command are waiting to read this issue.

separation dates of Navymen who will become eligible for release after that date.

● **NEW TYPE SHIPS**—The Navy will soon add a new type ship to its roster when work is completed on four Liberty ships being converted to radar picket ships. These ships will be designated YAGR.

These ships will provide radar coverage offshore of the U. S. and will be manned and operated by naval personnel. Since the ships will be outfitted to remain at sea for long periods of time every effort to make the ship comfortable for the crew has been made.

● **SHORE DUTY BILLETS**—Navymen in certain "critical" ratings are finding shore duty a little easier to obtain now that the Bureau of Naval Personnel has opened up additional shore billets to their ratings. In the future these men can also look forward to shore duty in other parts of the country since a plan is underway to open up for each rate a portion of the available shore billets in each of the naval districts.

The critical ratings which previously required Navymen to spend longer periods at sea than other ratings before being eligible for shore duty are radarman, sonarman, boilerman, machinist's mate, builder and fire controlman.

To give Navymen in these six ratings a better chance at shore duty, the Bureau of Naval Personnel has opened up approximately 4100 shore billets to the critical ratings. These shore billets are identified as "General Administrative" billets and include such duty as security personnel, police petty officers, brig guards and shore patrolmen.

In less than a year these General Administrative billets have reduced the ratio of sea duty to shore duty by such noticeable figures that a chief petty officer in any of the critical ratings doesn't have to spend more than four years at sea for every one year ashore and a first class petty officer doesn't have any more than a six to one ratio.

Here's a brief run-down on how the General Administrative billets have reduced the ratio of sea duty to shore duty in the top enlisted pay grades of these critical ratings: (The top pay grades were selected as an example because it is in these pay grades that the majority of the Navymen in critical ratings have put in

the most sea duty and waited the longest for shore duty).

Radarman—Navymen in this rating were formerly required to spend lengthy periods at sea to every one year ashore. The ratio has been reduced so that men in pay-grade E-7 (CPO) now have only a 2.95 to 1 ratio. In pay grade E-6 (1st class) the ratio is 5.26 to 1.

Sonarman—The ratio in this rating has been reduced so that men in pay grade E-7 now have only a 3.30 to 1 ratio for sea, shore rotation. In pay grade E-6 the ratio is 5.42 to 1.

Boilerman—The ratio in this rating has been reduced so that men in pay-grade E-7 have a 2.8 to 1 ratio. In pay grade E-6 the ratio is 5.28 to 1 for rotation between sea and shore.

Machinist's Mate—The ratio has been reduced so that men in pay grade E-7 now have only a 2.83 to 1 ratio for sea, shore rotation. In pay grade E-6 the ratio is 5.15 to 1.

Builder—The ratio has been reduced so that men in pay grade E-7 now have only 3.77 years at sea to one year ashore. In pay grade E-6 the ratio is 4.68 to 1.

Fire Controlman—The ratio has been reduced so that men in pay grade E-7 now have only a 1.9 to 1 ratio. In pay grade E-6 the ratio is 3.58 to 1.

Another program underway in the Bureau of Naval Personnel is one that will help more Navymen to get shore duty "where they want it" by spreading the General Administrative billets among the naval districts. This program will enable every rating to get shore duty in any naval district. As it stands now there are several ratings that are not included in the billets allotted to certain NDs.

However, if you are in one of the critical ratings you have to keep in mind that there are a certain number of sea billets that must be filled. No matter how many billets are opened up ashore they cannot be made available to Navymen at sea until enough men have been trained and are available to fill the sea billets. With the knowledge that they will not have to spend as much time at sea as was previously expected of these ratings, more men should be striking for the critical ratings and your chances should become "just as good as the next sailor's"—critical ratings are no longer critical with respect to shore duty billets.

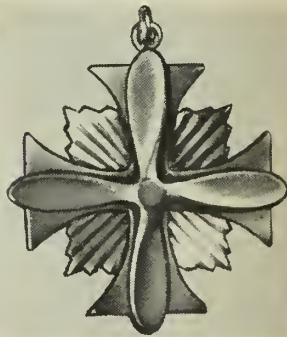
QUIZ AWEIGH

The Navy's Construction Battalians (Seabees) have made famous their motto of "Can Do." Although you might not be a Seabee, let's see what you "can do" with this month's quiz.



1. To get off on the right foot, here's a picture of a Seabee looking through his surveyor's (a) sextant (b) transit (c) level.

2. The instrument the man is using is to determine (a) angles, heights and distances (b) target angles (c) ship's position.



3. The above pictured medal is the (a) Air Medal (b) Commendation Medal for outstanding Aviation Machinist's Mates (c) Distinguished Flying Cross.

4. This medal is awarded for (a) meritorious achievement in aerial flight (b) extraordinary achievement in aerial flight (c) for being the best Aviation Machinist Mate in the squadron.



5. Here is one of the newest type ships to join the Navy. It is the (a) atomic-powered submarine (b) killer-type submarine (c) latest fleet-type submarine.

6. The primary mission of this submarine is to (a) torpedo enemy surface ships and lay mines (b) launch guided missiles against enemy shore installations (c) hunt and destroy enemy submarines.

The answers to the quiz will be found on page 55.



WORLD TRAVELING sailors view ruins of an old Roman fort which they visited during stopover in Med.

A Whitehat Is Your Passport to Travel

YOU'RE A DREAMER, even though you might not think so. Everybody is. All of us, at one time or another, have dreamed of great wealth, or of becoming a top star, a big league ball player, a Washington diplomat—or of traveling around the world.

Maybe some of these dreams are beyond our reach, but not the dream of traveling around the world. Many Navymen are "world travelers."

Remember that old recruiting slogan "Join the Navy and See the World."? That just wasn't a bill of goods the Navy recruiter was trying to sell you. If you haven't done so already, your chances of circling the globe are still good.

Most voyages around the world made by Navy ships since June 1950 have been made by DDs and DDEs.

It's only natural, since there are more of these type ships than any other in the Navy. But Navy ships of all types make the world circuit, from oilers to carriers.

You've never been around the world, you say? Then grab your sea bag as we take a quick "word" world cruise on board *uss Barton* (DD 722), as outlined in globe-trotting *Barton's* cruise book. Her voyage is typical of world voyages taken by numerous other Navy ships, most of which are listed below. We board *Barton* on a mid-May day in 1952. The ship is moored at the Convoy Escort Piers at Norfolk.

Barton, along with three other ships of DesDiv 21, *uss John R. Pierce* (DD 753), *uss Strong* (DD 758), and *uss Soley* (DD 707), departs Norfolk on 15 May, with final

destination Norfolk. But that's not to be reached until many months later, because DesDiv 21 will pull a tour of duty with UN forces in Korea.

The next five days after leaving Norfolk are spent in intensive training and drills. On 20 May, we reach the entrance to the Panama Canal and this calls for some "long glass liberty." This is the first trip through the "Big Ditch" for most of our shipmates. The unique donkey machines climbing steep grades as they tow us through the locks are fascinating.

We almost miss the noon meal as we watch the intriguing jungles, the man-made, fresh-water Gatun Lake, picturesque waterfalls and the three sets of locks we pass through. After seven hours, we emerge on the Pacific side and moor at Rodman Naval Base, set for a quick liberty.

IN SPAIN the bull fight is seen first hand. *Right:* Wonders of Tiger Balm Garden are seen during Singapore liberty.



In Panama we visit the Balboa Monument, the ruins of old Panama City and the Church of the Golden Altar and come back to the ship with alligator bags and woven native skirts, souvenirs of our visit.

Again we undergo intensive drills and exercises as we steam up the coast of Lower California, headed for San Diego.

Our short stay in "Dago" is used up in sightseeing, visiting such things as Balboa Park, Tia Juana, Mexico and some jai alai games, and tours to outlying cities of El Cajon, National City, LaMesa and Coronado.

Out to sea again, with our bow pointed West, we're headed for the "Pearl of the Pacific," Honolulu. We spend two days in Hawaii, touring such beautiful places as the Upside Down Waterfall, Diamond Head, Nuuanu Pali, the pineapple factory, and naturally, the beach at Waikiki.

But we have a job to do on the Bomblines in Korea with Task Force 77, so it's back to sea again. We stop at Yokosuka just before joining TF-77 for our tour in the Korean combat zone.

In Japan, tricycle taxi and ricksha immediately become popular with us. Souvenirs are numerous and unusual. Chinaware, wood carvings, binoculars, clocks, all forms of wearing apparel, pearls, ivory, lacquer ware and even single grains of rice into which the Japanese craftsmen had carved one of their gods, make fine gifts for those back home.

Some of our luckier shipmates get to go on a three-day leave in the mountains, at a recreation center, which features a pleasant atmosphere, good food, and a variety of recreational facilities. Other sailors take tours to Kamakura, well-known for its giant statue of Buddha; Yokohama, Japan's fifth largest city;

and Tokyo, the country's capital.

Leave and liberty become memories as we head into Korean waters with Task Force 77. We have a busy assignment as we patrol the coastline, join in the short bombardment, lend a hand in air-sea rescue operations, and generally perform all the duties of a combat destroyer.

Our second tour of duty with Task Force 77 is shortlived as *Barton* takes a "sucker punch" when it hits a floating mine on 16 September. This blows a gaping hole in *Barton's* hull, forcing the ship back to Sasebo for repairs.

The period in the shipyard presents a terrific challenge to *Barton's* crew. The work must be completed by 19 October if *Barton* is to continue on its round-the-world cruise. On that date, the other ships of DesDiv 21 are scheduled to resume their voyage.

All hands work overtime and finish the job in time to meet the deadline.

Our next port of call, after leaving Japan, is Singapore. "The Crossroads of the World." Here, we are impressed with the sarongs, which are quite popular with the Malaysians, and the face-shielding veils worn by the Moslem women. Also capturing our fancy are the snake charmers on the streets, the Moslem mosques and the outdoor shrines. Tiger Balm Garden is a special attraction. Brightly colored plaster figurines of Chinese pagodas, bulls and village scenes provide plenty of subjects for camera bugs.

We steam out of Singapore on 28 May and cross the equator the same day. All Pollywogs are ceremoniously welcomed into King Neptune's Royal Order of the Deep, a ceremony known only to seafaring men. Everybody on board made out.

Three days later, we moor in Colombo, Ceylon, a beautiful, fascinat-

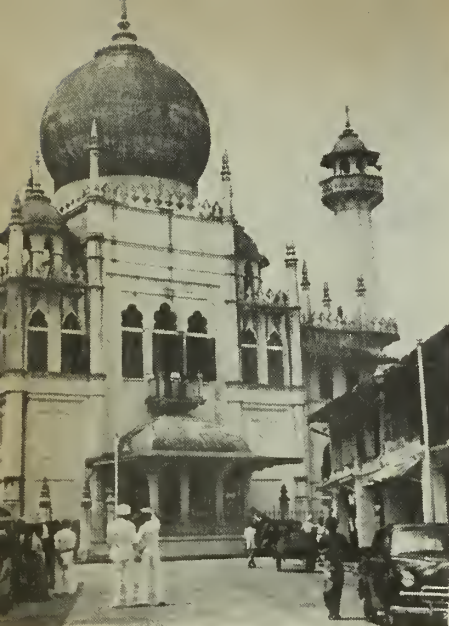


SAILORS' SHUTTERS click during visit to Leaning Tower of Pisa.

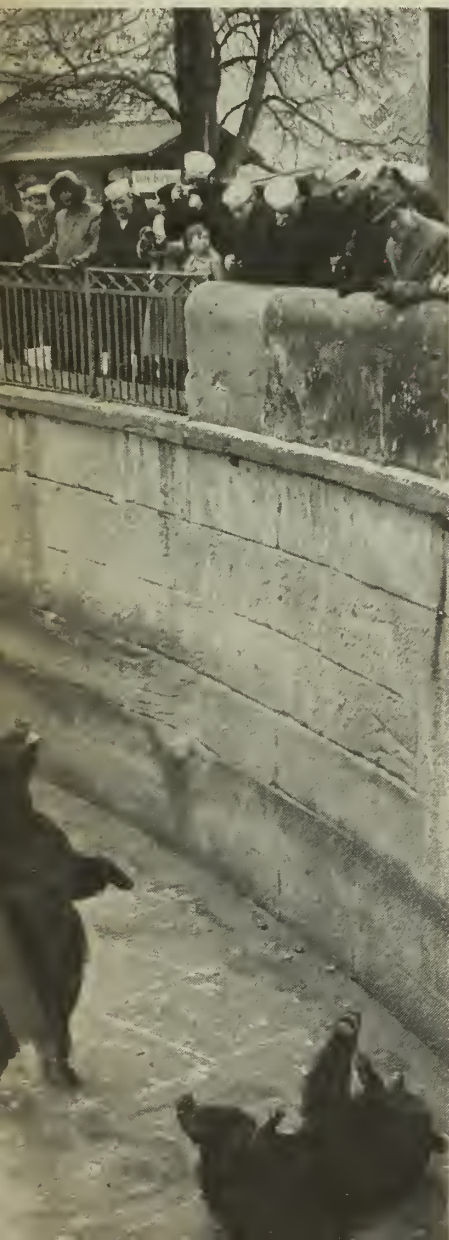
GIBRALTAR is seen from flight deck of *USS Tarawa* (CVA 40).

Right: Mediterranean ports included a visit to the Acropolis.





SWISS BEARS (below) perform for sailors visiting zoo at Bern.



INDIAN MOSQUE is point of interest to sailors in Far East. Right: Art and sculpture are enjoyed during liberty in Italy.

ingly strange city. The best sight-seeing is reached by bus to beautiful Mount Lavinia Beach and the mountain resort of Kandy. On our Kandy tour, we see the last capital of the Singhalese kings, whose throne fell to the British in 1832. Main features of this tour are the 600-year-old palace and the world-famous Buddhist Temple of the Sacred Tooth.

The ships in our division then proceed to Aden, where all hands enjoy camel rides to our heart's content for a small price plus a little baksheesh (tip). The temperature is 100° in the shade as we fuel up and head for the Suez Canal.

We spend one day transiting the 100-mile-long canal. DesDivs 21 and 262 form into a convoy, with every other ship carrying a powerful light at her bow for night piloting. Traffic moves north and south through the canal by sections, similar to the operation of a single track railroad. Not far from us is the land of the Pharaohs, the pyramids and the Sphinx.

Control stations along the route "switch" our convoy or a south-bound convoy into a "siding" until the next section is clear. At one of these "sidings," Great Bitter Lake, we drop anchor and all hands enjoy a refreshing swim.

Barton then enters the Mediterranean, the part of our world cruise that many of us have been waiting for. Our first stop is in Italy, where we'll spend five days. We will visit such cities as Naples, La Spezia, Rome, The Vatican and Genoa.

Taking up our liberty hours in the Italian cities are the sidewalk cafes, and historical spots such as the Leaning Tower of Pisa, the ancient Roman coliseums, the ruins of Pompeii with its Amphitheater,

the temples of Apollo and the Forum.

We're extra lucky in our trip to the Vatican. We are granted an audience with Pope Pius XII. We wait anxiously for two hours before the busy world figure can spare a few minutes with us. Although we only spend a few minutes with His Holiness, they will long be remembered.

Our five-day stay in Italy ends much too soon, but we're off again, this time to the French Riviera. Our three-day stay here enables us to enjoy the beaches, sidewalk cafes, buy more souvenirs and take a number of tours.

We take one special tour of the Alps, to peaks 5000 and 6000 feet high. We see castles built atop mountains, houses built on the mountain-side, and long-winding roads to the top of these snow-covered peaks.

We cast off from the Riviera, headed for Gibraltar. Our stay at "The Rock" is all too short, but the idea of returning home dulls the edge of our disappointment. After all, we've been gone almost six months now.

Stopping off long enough to fuel, we must hurry and explore the city of Gibraltar and to see the famous fortress. We leave with a good idea of why Gibraltar has long been considered an impregnable fortress, even in this era of modern weapons.

Barton then plows into the Atlantic, with her bow still headed West. We're bound for Norfolk and Christmas at home! We moor at Norfolk on 15 December, six months and 47,000 adventurous miles later.

We've taken a 'round-the-world cruise in less time than it would normally take a ship to clear a harbor. Although this was only a "word"



MAN-MADE SHORT CUTS are interesting to compare. *Left:* Navymen watch Suez. *Right:* Panama Canal is viewed.

voyage, it has been enjoyable, so till we meet again, "Smooth sailing!"

The cruise we have just completed in *Barton* is typical of many such voyages made by U.S. Navy ships. ALL HANDS doesn't have the manpower necessary to make a complete check of existing Navy records, but we think you'll find a good many of the Navy ships which have circumnavigated the globe since 1950 listed below. We'd be interested in hearing about all those we've missed.

Abbott (DD 629), *Ault* (DD 698), *Barton* (DD 722), *Benham* (DD 796), *Fred T. Berry* (DDE 858), *Black* (DD 666), *Beatty* (DD 756) *Borie* (DD 704), *Bristol* (DD 857), *Caperton* (DD 650), *Chauncey* (DD 667), *Cogswell* (DD 651), *Cony* (DDE 508), *Cotten* (DD 669), *Cowell* (DD 547) *Cushing* (DD 797).

Daly (DD 519), *Dashiell* (DD

659), *Dortch* (DD 670), *Fiske* (DDR 842), *Douglas H. Fox* (DD 779), *Gatling* (DD 671), *Hailey* (DD 556), *Lewis Hancock* (DD 675), *Hawkins* (DDR 873), *Haynsworth* (DD 700), *Hale* (DD 642) *Hazelwood* (DD 531), *Healey* (DD 672), *Henley* (DD 762), *Hickox* (DD 673), *John Hood* (DD 655), *Hunt* (DD 674).

Ingersoll (DD 652), *Hyman* (DD 732), *Ingraham* (DD 694), *Irwin* (DD 794), *Jarvis* (DD 799), *Wil-lard Keith* (DD 775), *Joseph P. Kennedy Jr.* (DD 850), *Keppler* (DDE 765), *Kimberly* (DD 521), *Knapp* (DD 653), *Laffey* (DD 724), *Lowry* (DD 770), *Manatee* (AO 58), *Haven* (AH 12).

McCaffery (DDE 860), *W. A. Mann* (AP 112), *McCord* (DD 534), *McGowan* (DD 678), *Mc-Nair* (DD 679), *Miller* (DD 535), *Wm. Mitchell* (AP 114), *Moale*

(DD 693), *Noa* (DD 841), *Norris* (DDE 859), *O'Bannon* (DDE 450), *Owen* (DD 536), *James C. Owens* (DD 776), *Picking* (DD 685).

John R. Pierce (DD 753), *Porter* (DD 800), *Stephen Potter* (DD 538), *Preston* (DD 795), *Prichett* (DD 561), *Purdy* (DD 734), *Putnam* (DD 757), *Remey* (DD 688), *Rooks* (DD 804), *William R. Rush* (DD 714), *Sigourney* (DD 643), *Stickell* (DDR 888), *Stormes* (DD 780), *Stribling* (DD 867), *Strong* (DD 758), *Allen M. Sumner* (DD 692).

Soley (DD 707), *Tarawa* (CVA 40), *The Sullivans* (DD 537), *Van Valkenburgh* (DD 656), *Waller* (DDE 466), *John W. Weeks* (DD 701 and *Worcester* (CL 144).

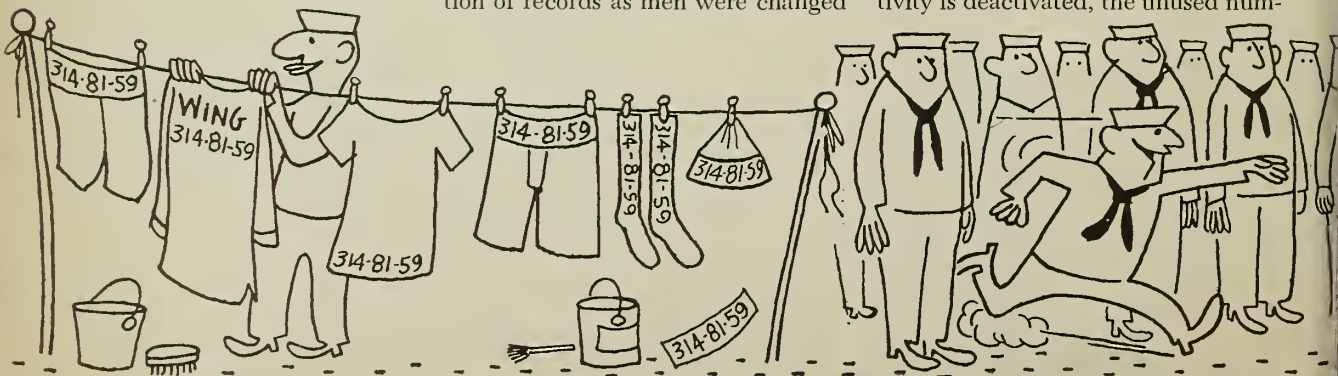
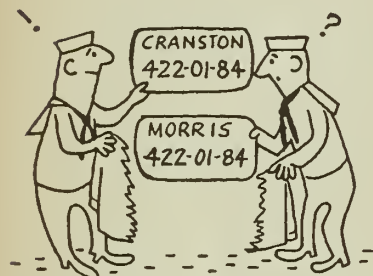
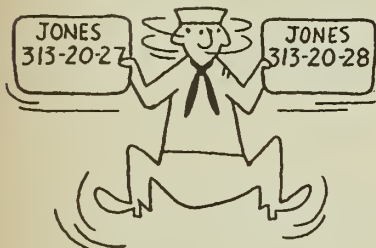
There are your world cruisers—at least the ones we know about. How about your ship?

—Rudy C. Garcia, JO1, USN.

JAPANESE DOLLS are popular souvenirs. *Right:* One of the many Buddhas in the Orient is visited by sailors.



This Is No Numbers Game—It Pays Off



WHEN THE NAVY RECRUITER gave his seal of approval, he also gave you a serial number. Since then, you've had to write it after your name and stencil it on your clothing. Most likely you've also had to listen to a lot of jokes about being "nothing more than a number to the Navy," or "just another prisoner with a number."

Well, if you ever run across one of those fabulous "old salts" who can tell you "how it was back in '02," just ask *him* what he thinks about the number system. He will probably surprise you by saying he didn't have a number then, and that he had more trouble with his records and pay accounts in one year than you are likely to have in twenty.

The service number is the thing which makes all the difference, according to the Bureau of Naval Personnel's Enlisted Services and Records Division (Pers E3).

The history of Navy enlisted service numbers starts just prior to the U. S. entry into World War I when Congress began enacting new legislation affecting the armed services. A Selective Draft Act was passed and Navy personnel quotas were quickly quadrupled.

Service record files at that time were arranged alphabetically by component, such as "Regulars," "Reserves" and "National Naval Volunteers," and contained the jackets of every man who had served in the Navy since 1885.

The big increase resulting from the draft act required more paper work than the Bureau of Navigation, as BuPers was then known, could handle under existing methods. In addition, separate files for each component resulted in frequent duplication of records as men were changed

from one component to another during the ensuing war emergency.

In what turned out to be a successful solution to the problem, the Navy Department in 1918 adopted a BuNav recommendation calling for a service number system which functioned not only as positive identification but also simplified record keeping.

Under the setup, the several *alphabetical files* were combined into a single alphabetical system. The number assigned each jacket became that individual's identification number and was never to be duplicated or reassigned to any other individual in the naval service.

Seven digit numbers were chosen as being most practical and, when first set up, the system called for different blocks of numbers to be used for each separate component of the Navy.

The 1,000,001 - 1,999,999 block for instance, identified World War I entrants and all men who had enlisted in the Navy since 1 Jan 1885; the 2,000,000-3,999,999 block was held for assignment to stations and recruiting activities for USN enlistments—and so on up to the 8,000,000-9,999,999 block, which was reserved for Selective Volunteers and Inductees.

It soon became obvious, however, that the use of particular blocks, to identify various components of the naval service was impractical, so this procedure was abandoned.

Today, blocks of numbers are simply assigned to recruiting stations and Naval District Headquarters when these activities request them, upon using up their previously assigned block. When a recruiting activity is deactivated, the unused num-

bers are recalled by the Bureau and held for eventual reassignment to other stations. Because of this a low service number does not necessarily mean an old enlistment. The Bureau may hold the numbers for several years before reassigning them, even making it possible for a seaman recruit to have a lower number than a CPO with plenty of active naval service to his credit.

Those stories you hear about someone's having a "dead man's number" are not true either. Once a number has been assigned to an individual, the number remains the primary identification for his jacket, even though he may die or be separated from the service (when his records are forwarded to the Naval Records Management Center at Garden City, L. I., N. Y.).

Occasionally—and strictly by accident—two men may receive the same number, or one man may be assigned two numbers. When two seem to have the same number, the Bureau compares their Shipping Articles. If these show the same number, clarification is requested from the enlisting ship or station. If the numbers are not duplicated on the articles, a letter notifies the command concerned to make the appropriate correction.

The same procedure is followed in cases where one man is found to have two numbers. Service number errors are usually detected through numerical files in the Tabulated Records Branch in BuPers.

Incidentally, the file number system for officers preceded the enlisted system by a number of years, having been initiated about 1903, with "500" as the first number.

One other point: women in the Navy get their numbers on the same basis as the men. Wave officers and members of the Nurse Corps receive numbers from the regular officer's series, while enlisted Waves

get numbers from the same seven-digit series as their male counterparts.

Although the Marine Corps is part of the Navy Department, the Corps has its own Personnel Records Branch, with a separate filing system and serial number setup. Enlisted service numbers were initiated in 1905 with a five-digit series, which was followed by a six-digit series. The Corps is now using a seven-digit series. Marine officer numbers were first assigned in 1920-21 from an alphabetical listing; thus an officer whose name began with "A" was assigned No. 1, etc.

The service number system has proved its value in three ways:

- It serves as an excellent means of identification. The Bureau receives numerous letters, telegrams and reports with the name either illegible or misspelled. Yet, in every instance where the service number is given, the correct name can be determined readily and the proper action taken.

- The use of service numbers has enabled the Bureau to consolidate more than a million record jackets into one large file, resulting in untold savings in time, labor and money. Filing, recording and correspondence were placed on a higher plane of efficiency, since little time is now needed to locate a desired record or to determine its existence.

- By being able to represent a man's name by a number it is possible to denote by figures all pertinent facts concerning that individual. The use of a punch card system in conjunction with the alphabetical service jacket files, enables the Bureau to determine in just a few hours which men out of the thousands in the Navy will meet certain qualifications. The mechanical tabulating system insures a high degree of accuracy.

The Navy is currently using the 9,000,000 block of the seven-digit number series (plus lower numbers returned from the field) and has some 1,500,000 numbers remaining. Although the Enlisted Services and Records Division has not yet determined what series of numbers will be used when the seven-digit group is exhausted, you may be sure that no future Navyman will find himself in the same boat as the '02 swabbie—a numberless name in the Navy's files.

Steel decks of our modern ships and a General Order in 1931 now restrict the use by the Navy of one of the oldest cleaning devices, halystones. Still used to remove stubborn stains on wooden decks, halystones, the chipping hammers and wire brushes of yesterday, date back to the days of sail and were used to remove the grime and tar by polishing the wood to the grain.

There are many tales as to how these blocks of sandstone received this unusual name. One attributes it to the



fact that they were used so often on Sundays and holidays, and another, to the kneeling position required for their use before the advent of squilgee handles or broom sticks.

The most popular belief is that the early stones used by the British Navy came from fragments of tombstones and manuments of the Church of St. Nicholas at Yarmouth when it was despoiled during the Reformation in England.

Another reason given was that in Elizabethan times one of the Commandments or a passage from the Scripture was cut into each stone and that they not only cleaned a ship physically but also contributed to spiritual cleanliness.

As late as 1931 halystones were of sufficient importance to become the



subject of a General Order issued by the Secretary of the Navy. As a result of the wear and tear on teakwood decks, General Order 215, 5 Mar 1931, states:

"The use of halystones for cleaning of wooden decks of naval vessels wears down the decks so rapidly that their repair has become an item of expense to the Navy Department."

The order therefore directed that the use of halystones or similar material for cleaning wooden decks be restricted to the removal of stains.





HUNTERS MOVING IN on hurricane in specially equipped P2V spot merchant freighter (below) near storm's center.

Navymen Go Where Wild Winds Blow

Hurricanes and typhoons are weather in some of its roughest forms. When these fanatic killer twins of the weather family arrive on the scene, it means real trouble ashore and afloat.

What can we do about it? Unlike most of the weather, which "every-one talks about, but nobody does anything about," there's a certain group of men who do something about hurricanes and typhoons. The twins cannot be curbed, or redirected—at least not yet—but it is possible to know when they are coming and generally the direction in which they are headed. With this knowledge, people in the path of a hurricane—or typhoon—can take the necessary precautions and save their lives, if not their property. Here's the story of the tough job done by these storm hunters.

DURING THE HURRICANE SEASON along the Atlantic seaboard, which runs from the first of June until the last of November, a select group of Navy flyers, known as "Hurricane Hunters," are on a 24-hour alert at NAS, Jacksonville. They are standing by at this strategic location—and at NAS Miami and NS Roosevelt Roads, Puerto Rico, as well—to take to the air whenever a suspicious squall is reported by a ship or a plane in the Caribbean area.

Out in the Pacific is a sister outfit of the Atlantic group, the "Typhoon Hunters" of VW-3, stationed at NAS Agana, Guam. A typhoon is the oriental version of the hurricane, occurring more often, however, and even rougher at times than its Atlantic sister.

Once a storm is located by the Navy's flying Hunters they keep it

under observation as long as it threatens to grow dangerous.

The hazardous work done by these Navy flyers has been described as one of the most valuable peace-time services rendered to the civilian population by the Navy; and the safety of naval ships and stations in the tropical storm belts depends upon the efficiency of this work.

Instead of ducking for cover when a storm is brewing, these flyers, in opposite parts of the world, respond much like firemen when they hear an alarm. Over the Atlantic, working closely with the Air Force and the Weather Bureau Office in Miami, Fla., the Navy's Hurricane Hunters can be airborne in their P2V-3W *Neptunes* and on their way to the source of the disturbance in a matter of minutes. Over the Pacific the Typhoon Hunters (who also serve as



part of the Navy's Air Search and Rescue team in that part of the world) cover an area as wide as the whole United States, some 2,000,000 square miles in all.

The work of the Hunters is first felt in the early stages of the storm when radio, television and press issue bulletins to the ships and people in the areas that may be hit. If the storm increases in intensity and scope, the bulletins become storm warnings and the familiar red pennant, indicating small craft warning, makes its appearance along the coastline.

Let's take a look at how one of these outfits—the Hurricane Hunters—operates. Except for the locations involved, the warning service is much the same in the Pacific as in the Atlantic.

As soon as the Hurricane Hunters send a radio report to Miami that the storm might possibly develop into a hurricane, there is a hurried conference at the Joint Hurricane Warning Center. Navy, Air Force and Weather Bureau hurricane officers reach an agreement on the position, intensity, and probable movement of the storm. Then a message is sent out from the Navy Hurricane Weather Central at Miami to all naval activities concerned with hurricane or destructive storm warnings.

At sea, Navy ships and merchant vessels alter their courses accordingly. In Palm Beach, Miami, Key West, New Orleans and all along the Carolinas, the newspapers carry the Weather Bureau's bulletin on the storm.

While the Weather Bureau is busy with evaluation of the storm or potential hurricane, the Navy flyers continue to scout around it—darting in and out of the roaring winds like moths around a candle as they determine the storm's velocity, intensity and character.

If the storm is determined to have winds of 73 miles-per-hour or more that are moving in a counter-clockwise direction around a central vortex or "eye" it is classified as a hurricane.

One of the techniques employed by the Hurricane and Typhoon Hunters is known as "low-level penetration"—which means just that.

Approaching the storm area, the Hunters descend to a low altitude—sometimes as low as 500 feet—and at that dangerously low level they enter the turbulent area. Violently bouncing through this, they suddenly break out into an "opening" or relative calm,

known as the "eye" of the hurricane.

Depending upon the severity of the storm, the size of the eye varies from two to five miles in diameter in a young storm and from 40 to 80 miles in diameter in a "bad" one. The violent winds of the hurricane roar around the eye in almost a "true circle."

It is here that the seasoned hunters compile their information. Although they have been sending back reports to the Navy ever since the storm was first sighted, the information they obtain by circling the eye tells them the storm's magnitude, characteristics and speed. To compile this data the Hunters use, in addition to standard aircraft instrumentation, a radio altimeter, a highly sensitive aneroid barometer, a psychrometer and a radar camera.

Credited with flying through "the roughest weather known to man," the Navy's "weather chasers" stay with the hurricane until another crew flies out to relieve them—and this may not be until they have taken a vigorous battering from the storm for 10 hours.

Meanwhile, on land, in the hurricane's possible path, weather-wise residents are methodically battenning down their hatches. Today, there is no rush or panic. When a hurricane is headed toward the U. S. continent, there is usually ample time to get ready, thanks to the early warning of the Navy's Hurricane Hunters as well as the bulletins sent out by the Weather Bureau. In the Pacific, the warnings are especially appreciated by ships traveling in that huge and



RADARMAN'S view of hurricane is shown by photograph taken through radarscope while on hurricane hunt.

lone ocean.

Planes, both military and private, are flown to safety farther inland from the coast or are put in hangars, awnings are taken down, shutters go up, and windows are taped to prevent shattering. Residents in coastal lowlands are moved inland, and poultry, livestock and harvested fruits are taken to sanctuary.

As this year's experience has shown, the casualty list written by hurricanes, once so great, has diminished markedly. Government agencies, realizing the toll taken by these destructive storms, have initiated steps to safeguard against them. In the past 25 years, the destruction in the United States has been reduced to less than three per cent of what it was in the late '30s. There are no

PHOTOGRAPHER needs help to hold position at port of a P2V in middle of raging hurricane. Photographs are taken to help weathermen study storm.





RADAR OPERATOR keeps constant check on storm. Electronic instruments help in tracking hurricane's course and reading its characteristics.

longer any "surprise attacks" by tropical hurricanes. Every hurricane that threatens the U. S. East Coast is shadowed like the potential killer that it is. From the time it is first recognized as a "threat" these tropical storms are watched by the Navy, Air Force and Weather Bureau with the combined "thoroughness" of the F. B. I. and Scotland Yard!

Unfortunately, these tropical hurricanes and typhoons haven't always been under such close observation. In September 1938, for example, a hurricane made an unannounced attack on the Atlantic coast from the Carolinas to Maine. Eleven hundred people were killed or injured and property damage was estimated at \$300,000,000. In 1900 a hurricane devastated Galveston, Texas, taking more than 6000 lives, and others have struck elsewhere usually, if not always, taking the populace by surprise and causing untold suffering that could have been prevented with

sufficient warning. In the Pacific the toll taken by typhoon visits has been even higher. Everyone remembers the typhoon in the last months of fighting in World War II which sank three destroyers—uss *Hull*, uss *Spence* and uss *Monaghan* (see *ALL HANDS*, March 1945, p. 8).

Since 1943 the Navy, Air Force and Weather Bureau have operated, from 1 June through 30 November, a Joint Hurricane Warning Center at Miami. This includes an emergency Sub-Center at Washington, D. C., and a Hurricane Reconnaissance Squadron at NAS Jacksonville, with an advance detachment at NS Roosevelt Roads, Puerto Rico. The Air Force also has a reconnaissance squadron at Kindley Field, Bermuda.

The Fleet Weather Central, Miami, advises Commander Eastern Sea Frontier, and other commands having need for such information, regarding all hurricanes in the Gulf of Mexico, the Caribbean area and the Atlantic.

TENSE MOMENTS are recorded by navigator computing flight data as flyers from Jacksonville Naval Air Station follow path of a tropical storm.



Except in emergency, no advisory warning or other statement concerning a new tropical storm is issued by an office of the Navy or Air Force without coordination with the Joint Center. Advisories, warnings and other information for the public distribution are issued only by the Weather Bureau.

Plotting the path of the hurricane is a complicated and somewhat "risky" job, for they have been known to head for land, suddenly turn around and make a half circle and blow out to sea, or sometimes they have even made a complete circle and then continued on their original course. Because of their "unpredictable nature," weathermen in recent years have named the hurricanes for women, "Alice, Barbara, Carol" etc. In addition they are "expensive and cause a lot of trouble."

Once a hurricane has been formed it is pulled along with the general currents of the atmosphere or with the trade winds—in the West Indies, its direction is usually westward. The movement of the hurricane may be compared with that of a whirlpool being carried downstream with the current of a river.

The first hurricane last fall of any consequence was "Carol." She swept up the Atlantic from the Caribbean with such violence that she left a wake of ruin wherever she traveled. One of the ships in her path was uss *Gilmore* (AS 16). Her experience is typical. *Gilmore* felt the full fury of "Carol" before she spent her wrath on New England. As soon as the ship received word from the Fleet Weather Central at Miami that Carol was headed her way, word was passed to "batten down hatches" and secure loose gear as *Gilmore* prepared to ride out the storm.

The first hour was gentle compared with the fury that came later. The ship was tossed around so that most crewmen below decks thought she had just run into "heavy seas" when Carol struck—but this was nothing compared to the pitch and roll that came later. By the time the worst part of the storm had passed over, most of the crew who were not on duty were in their bunks "taking a roller coaster ride" that made even some of the oldest salts seasick. Meals could not be served in the usual manner, so only steak sandwiches were available for those who felt like eating.

Damage control parties were on station throughout the storm, alert

for any possible break in the ship's watertight integrity as mountainous waves pounded against *Gilmore*.

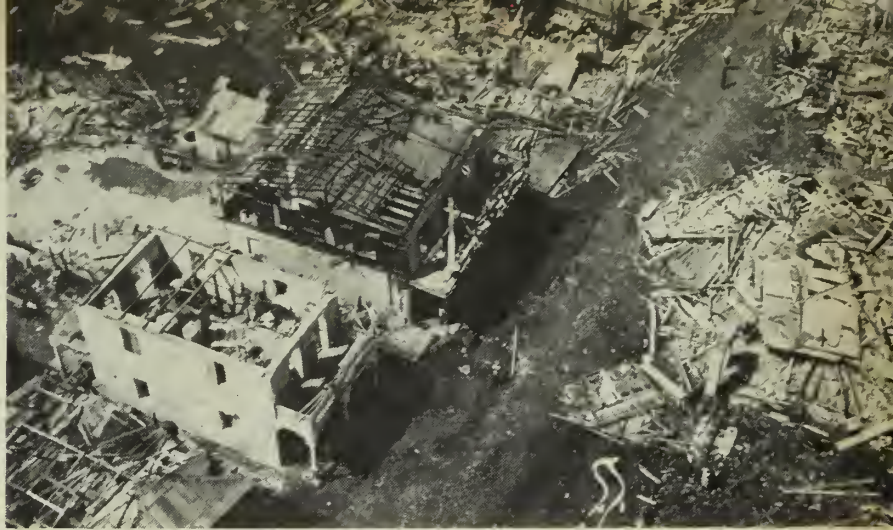
At the height of the storm most of the storerooms were feeling the impact of Carol and the supplies hit the deck on each roll of the ship. Several life rafts were ripped off and swept to sea along with other gear that could not take the strong winds. Word was passed about every five minutes warning crewmen that they would not be allowed on the weather decks, as well as giving them a vivid description of Carol's wrath, and how much longer the hurricane was expected to be around.

Finally word was passed that the ship had gone through the worst part of the storm and would soon be out of it. But even so, *Gilmore* was still pitching and rolling so heavily that it was impossible to stand in one spot for very long. One of the crewmen, C. H. Webster Jr., ET3, USN, who had been through several hurricanes ashore said this was the worst he had ever seen. Another crewman, M. H. Chapman, TM2, USN, said it looked as though *Gilmore* "was plowing through water as high as the Rocky Mountains!"

When it was determined that Carol was headed for New England, the Weather Bureau immediately sent out word that "all precautions should be taken." However, it was then in the middle of the night and too late to get the news in the evening papers or on many of the radio networks that had signed off for the night. As a result, Carol's visit to New England was a surprise to many residents and she inflicted extensive damage. However, when "Edna" came along it was a different story. When the warnings went out during the week that Edna was getting ready to make a trip that might take her to the East Coast, the press and Weather Bureau officials were determined that the public would not be caught unaware again.

"Florence" and "Gilda," who were born after Edna, never amounted to much, but big sister "Hazel" who came next, really took the U. S. by storm. Although she left a path of destruction across the eastern seaboard, thanks to the U. S. Navy Hurricane Hunters and prompt action by the Air Force and the Weather Bureau the whole East Coast was ready for Hazel when she blew into town and her destruction was not one-tenth of what it might have been.

Even so, Hazel has been termed



HURRICANE HUNTERS can't stop the high winds that destroy buildings and property but their warnings radioed ahead allow evacuation to save lives.

one of the worst continental storms of the century. Born in hurricane breeding grounds of the Caribbean, Hazel buzz-sawed across the island of Haiti killing more than 100 persons. The aircraft carrier *uss Saipan* (CVL 48) rushed immediate aid to Port-au-Prince, Haiti, where helicopters from the carrier evacuated children from a flooded orphanage, and medical supplies and food were provided to the storm-wrecked country.

At Norfolk, where Hazel's winds reached speeds of 75 miles per hour, light damage was reported at several Navy temporary installations. Eighty large ships put to sea as the storm approached and rode out the blow unharmed.

While the damage done by Hazel was extensive and residents along the East Coast agree that she was "no lady," things could have been much worse had proper precautions and

preparations not been made. Realizing the full value of advance warnings on hurricanes, the U. S. Navy, Air Force and Weather Bureau are continuing in their efforts to find new means of tracking hurricanes and of improving on the present methods of tracking storms by reconnaissance aircraft and radar.

But whether new aids or improved methods are ready for next season's twin killer storms, the U. S. Navy's Hurricane and Typhoon Hunters will continue to perform the rugged but necessary job of keeping tab on these tropical "femme fatales," and they'll maintain a constant "weather eye" on the Carols, Ednas and Hazels that come out of the ocean.

There is little chance of surprise visits from the storm "Sisters" because their movements are watched by the U. S. Navy, Air Force and Weather Bureau. —Ted Sammon

NAVY RECONNAISSANCE PILOTS at Jacksonville, Fla., check charts to find an intercept point before manning their planes for flight into eye of storm.



SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

THE NEW AIR FORCE ACADEMY being built at Colorado Springs, Colorado, will begin operations next summer at temporary quarters until the permanent location is ready.

The first 300 cadets (Class of '59) will begin studies in temporary quarters at Lowry AFB, Denver, in July. These quarters will serve until the academy is constructed.

More than 580 towns were suggested as the "home" of the new academy. Of these, 67 were checked first-hand by the Air Force site selection team before the 15,000-acre permanent site at Colorado Springs was selected.

Costing 126-million dollars, the new Air Academy will serve the same purpose for the Air Force as Annapolis and West Point do for the Navy and Army. At present certain quotas of midshipmen and cadets from the other two academies enter the Air Force each year. As at the other service academies, cadets at the Air Force Academy will be nominated mainly by their Congressmen.

The Air Force has already outlined a four-year curriculum consisting of humanities, sciences, and airmanship, including drill as well as flight. In addition to the schools and barracks the academy will feature an airfield and a stadium for football.

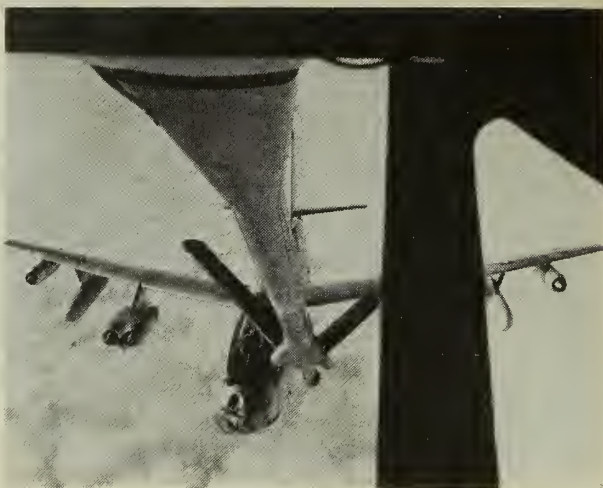
★ ★ ★

ARMY DIVERS—The Army, like the Navy, has underwater men—divers doing repair and salvage work on the ocean's bottom.

Both the Transportation Corps and the Corps of Engineers have a crew of divers, trained at an Army diving school at Fort Eustis, Va., who have been hard at work ever since World War II.



ARMY DIVER surfaces from the waters of Inchon Harbor, Korea, after exploring harbor's underwater conditions.



STEADY HANDS operate telescopic fueling boom of KC-97 tanker plane as Stratojet moves in to gas up.

Their prime missions are cleaning out harbors, repairing moorings and doing salvage work. Typical of their jobs is the one done by Army divers at Inchon, Korea. They constructed underwater railroads for beaching various landing craft, set up permanent moorings for ships and repaired the locks of the Inchon tidal basin.

Earlier, Army divers in Yokohama, Japan, had done a clean-up job, checking on the various pilings in the harbor and clearing all underwater obstructions to make the harbor safe for shipping.

When the Army first went into the diving business they trained their divers at Navy schools, but later opened up their own school at Fort Eustis. At the school the students get training in both shallow and deep water diving along with salvage instruction.

The Navy has occasionally called in the Army divers for assistance as they did in the clearing of the harbor at Pearl Harbor. There the Army brought in a hopper-dredge and with divers leading the way cleaned up the bottom of the harbor.

★ ★ ★

SKELETON JET FIGHTER detachments of selected Air National Guard units have been placed on active duty in a ready alert status to supplement regular Air Force units in the air defense of the U. S.

Personnel for the Air Guard Alert program will all be volunteers. The pilots will serve on active duty for varying periods up to approximately two months; technicians will be Guard members employed as civilians.

The detachments will maintain a 14-hour daylight alert, seven days a week, 52 weeks a year. All-weather interceptors of the Air Defense Command will continue on a ready alert 24 hours a day as before.

Nine different squadrons from eight states are participating in the program and each will provide two jet aircraft, five pilots and 10 air technicians at each of the selected locations.

Assignment will be rotated throughout the unit or units in an area to obtain maximum training benefits for all tactical personnel.

A SECTIONALIZED, SELF-PROPELLED 50-foot plastic barge, designed for use in shallow inland waters, has been announced by the Army. The new craft weighs 10.2 tons and can transport five tons of dry cargo with a draft of only 21 inches. In deeper water its 10-by-20-foot hold has a maximum capacity of 10 tons.

Intended for easy, rapid transportation, the new craft is so designed that it can be shipped in sections, either by air, rail or truck, and assembled in the water without special skill or equipment.

The 15 sections have a "sandwich" construction, with a central core of honeycombed cotton duck impregnated with phenolic resin plastic. Protecting the core on either side are layers of woven fiberglass laminated with a new polyester resin.

★ ★ ★

ARMY HAS CONSOLIDATED its Quartermaster Corps research laboratories into a new \$11,000,000-Quartermaster Research and Development Center at Natick, Mass.

Located on Lake Cochituate, about 15 miles west of Boston, the Quartermaster scientific center features a Climatic Research Building that eventually will house climatic chambers in which simulated weather conditions may be produced ranging from 70 degrees below zero to 168 degrees above. It will also be able to simulate tropical cloudbursts and Arctic snowstorms with winds up to 40 miles an hour. This building will permit the Army scientists to study human physical reaction and evaluate experimental military equipment under practically all climatic conditions.

Other laboratories at the center will be equipped to study fabrics, leathers, metals, plastics, chemicals and other materials and processes involved in fashioning the more than 70,000 items of QM supply. The facilities of the Center are designed to perform both basic scientific research and the practical testing of everything from footwear to bakery equipment and from insecticides to tent material.

Situated on a 100-acre site, the center includes 10 reinforced-concrete buildings. When in full operation the laboratories will use more than 8,000,000 gallons of water daily—this water will be drawn from Lake Cochituate and returned uncontaminated.



OBSTACLE COURSE for Army clothing is used by QM Corps at Fort Lee, Va., to determine its durability.



ROCKET SLED starts on fastest ride that man has taken on ground, 421 miles per hour. Rider is behind shield.

AN AIR FORCE OFFICER has taken the fastest ride on the ground ever accomplished by man.

Lieutenant Colonel John P. Stapp, Chief of the Aero-Medical Field Laboratory at Holloman Air Force Base, New Mexico, was the passenger in a rocket sled which reached a speed of 421 mph. The ride was part of tests being conducted to determine effects on flyers bailing out at high altitudes and supersonic speeds.

The sled was powered by six 4500-pound thrust rockets and was mounted on heavy steel tracks seven feet apart. A special braking system had to be rigged up to slow it down after the maximum speed had been reached.

Between the rails is a trough 18 inches deep in which water can be run. At the desired breaking point in the 3500-foot track, small dams hold the water at two levels. Metal devices under the sled scoop up the water, funneling it through vents to provide a measureable braking force.

On his record-breaking run Colonel Stapp was subjected to a braking force of 22 "G's" which means his body assumed a weight of 3960 pounds.

It is anticipated that eventually tests will carry volunteers up to 800 mph. in the sled, the equivalent of 1800 mph. at 40,000 feet.

★ ★ ★

THE FIRST MILITARY TRANSPORT to be designed for turbo-props, YC-130, began initial tests at Edwards Air Force Base after successful completion of taxi tests. The transport was flown to the Air Force base from Burbank, Calif., on its maiden flight.

The YC-130 was revealed as having a high, wide-spread wing; a low-to-the-ground fuselage; an upswept, very high tail which permits loading at truck-bed heights from the rear; and sleek nacelles housing four turbo-prop engines.

The four-engine freighter, which can also be converted into a hospital plane, can carry a bulldozer, a tank, a tractor-trailer, or other items weighing 12 to 20 tons. The YC-130 has huge turbo-electric three-bladed propellers and each of the engines can produce 3750 horsepower.

The new airplane is pressurized for most efficient operation at altitudes far above those commonly flown by transports today. It has an over-all length of 95 feet, wing span of 132 feet, and height of 38 feet.

LETTERS TO THE EDITOR

From 0000 to 2400

SIR: We have a difference of opinion on the use of the terms "2400" and "0000," when showing the time.

One opinion is that there is no 2400 because radiomen never use it; the other is that there are both 2400 and 0000 and that they are the same thing, except that one is used to indicate the end of one day, while the other indicates the beginning of the next day.

Would you please clarify this for us?—C. D. C., RM3, USN.

• Both 2400 and 0000 are correct, but their use depends upon the situation.

For communication purposes you should refer to Article 315b.(2) of ACP121(B). This reference states that 2400 should be avoided where practicable and that 0000 should be used only to indicate a fraction of a minute past 2400. This article directs the use of 2359 or 0001 instead.

Accordingly, it is believed that a date-time-group could contain 2400 in only one case, and that is at midnight of the earliest day when the second hand of the clock is on 12 (Example: 162400). Anytime between 162400 and 170001 could then be written as 170000. Also, the date-time-group containing 0000 is rarely seen, and the one containing 2400 is almost never seen.

For another situation see the instructions on page 4 of the "Deck Log Book" (NavPers 130) and read Article B-3301(11) of the "Bureau of Naval Personnel Manual." These sources specify that for log purposes you begin each day with 0000 and end it with 2400.

The final answer, of course, is that what you write depends upon where you work. It is not a case of right or wrong, but one of accuracy for a particular situation or purpose.—ED.

Transfer from QM to ET

SIR: Some time ago I submitted an application to change my rate from QM to ET and I received a card from BuPers acknowledging receipt of my request. However, that was at least four months ago and I haven't heard anything more. Can you tell me what might be causing the delay?—R. J. H., QM1, USN.

• The reason for the time lapse is the large number of requests on hand from the QM rating. So keep a steady course old man, you will probably be

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

selected for the March 1955 ET class at Great Lakes, Ill. Eligible personnel who have submitted a request for this program will either receive a set of orders or notification that they have been placed on the waiting list with the approximate date they will be ordered.—ED.

Change in Sea Duty Time for SDEL

SIR: Our ship recently received BuPers Inst. 1306.20B, concerning the new sea/shore rotation plan. This instruction changed the sea duty requirement for personnel in my rate. I have previously submitted my request and my name was placed on the SDEL. My question is this: Does this new instruction pertain to me, although I already had my name on the SDEL?—A. J. B., RM1, USN.

• The new sea duty requirement will not affect your status on the Shore Duty Eligibility List. Reason for this is that your request was submitted prior to the publication date of BuPers Inst. 1306.20B.—ED.



FOURTH BATTLE Efficiency 'E' for USS Furze is hung by F. W. Walker, BT1, representing crew members.

Re-up Bonus Not Retroactive

SIR: When a man's normal discharge date was 16 Jul 1954 or later (the date on which the new bonus became effective), but the man was released two months early under the provisions of BuPers Inst. 1910.5B and immediately reenlisted, would it still be possible for him to draw the new reenlistment bonus?

It seems to me that he should be eligible for the bonus, inasmuch as he had no choice in the matter of early release.—H. M. Y., YN2, USN.

• The reenlistment bonus as enacted did not provide for the payment of the new bonus to persons who were discharged and reenlisted prior to 16 Jul 1954.

However, on 13 Jul 1954, prior to enactment of the legislation, the Secretary of the Navy promulgated to all duty stations information in regard to this legislation. It was pointed out that the pending bill would not provide a retroactive feature and that persons who reenlisted prior to enactment of the law would not be eligible for the increased bonus. All personnel eligible for early discharge were accordingly given the opportunity to take advantage of the pending legislation by delaying their discharge, if they so desired, up to but not later than the normal expiration of their enlistment.

Such information could not be promulgated prior to 13 Jul 1954, because approval of the bonus bill did not appear to be a certainty until that date.—ED.

Time Required for WO to Advance

SIR: According to the Warrant Officers' Act of 1954 a warrant officer must serve six years in each grade before he becomes eligible for promotion to the next. However, during the period from about 1950 to the middle of 1951, the promotion of all warrants was frozen by a Secretary of Defense directive. This resulted in many W2s serving between seven and seven-and-a-half years before being advanced to W3. Does the new Act permit a warrant officer to be promoted to the W4 grade 12 years after his first appointment to W2 even though the 12 years were not equally divided six years in W2 and six years in W3?—W. G. H., CHGUN, USN.

• It does. Commissioned Warrant Officers will be eligible for advancement to pay grade W-4 twelve years after their first appointment to pay grade W-2.—ED.

Scratch That Panther!

SIR: I refer to the picture on page 30 of the August issue of ALL HANDS. If there's a *Panther* in that picture my name isn't Hailstone and I'm not in the USN. Those are *Cougars*. Are you sure that's the *uss Midway*? — J. H., QM3, USN.

• Your name is J. Hailstone. You are in the U. S. Navy. They are *Cougars*. It is the *uss Midway*—Ed.

Passed Over for Promotion

SIR: I am a lieutenant commander, USN. My present permanent date of rank is 3 Oct 1945. I would appreciate an answer to the following questions: (1) I was passed over for commander in 1953 and again this year: How long will I be retained on active duty? (2) Is there any chance of my being selected for commander in the future? If so, will it change my status as to how long I will be retained on active duty?—W. B. T., LCDR, USN.

• (1) Under the Officer Personnel Act of 7 Aug 1947, a lieutenant commander who has failed of selection before two statutory selection boards must be retired on 30 June of the fiscal year in which he has completed 20 years of total commissioned service. (2) During the period between your second failure of selection and the date on which you complete 20 years of total commissioned service, you will continue to be considered for promotion provided you are not otherwise rendered ineligible. If you are selected you may continue your naval career.—Ed.

Guns For Ballast

SIR: Could you clear up a little argument that a shipmate and I have been having? It is the question of which hospital ship carries a 16-inch gun in her hold for ballast. I say it was *uss Conso-lation*, and he thinks it was *uss Relief*. —P.W.B., HN, USN.

• Before we looked it up, we asked around and got several different answers. Some said it was a 14-incher, and in the shaft alley of two other ships. But, of course, none could prove that they had the straight facts. Here's the answer, as it appeared some years ago in ALL HANDS.

The story is an old one. There was supposedly an 18-incher in *uss Relief*. Someone thought the account started out on the *China Station* back in '33.

Our research went back into the 1920s. A BuOrd expert said there had actually been an 18-incher built. Only one though. The holds of *Relief* were searched, so we were told, and no such thing was found.

Finally, a former QM1 wrote in to say that he had been on board *Relief* from the beginning, and she did not have that big barrel as ballast, but had pig-iron and concrete. The reason for the extra ballast, we understand, is that



PANTHERJETS are lined up close to the edge on flight deck of USS Kearsarge (CVA 33). Photo was taken from atop cargo crane in port.

there had been space set aside for an experiment on a gyro-stabilizer, which hadn't proved to be practical.

It's a good story, but all the research adds up to the fact that it probably is fictitious. However, strange things happen in this Navy of ours. Someone may come up with the information that a 14- or 16- or 18-inch gun barrel had been placed in the hold of some auxiliary ship. We rather think, however, that this is one of those stories that start up when a ship is on a long cruise.—Ed.

Reservist Wants to Ship Over

SIR: My present status is that of a Reservist on active duty, but I would like to ship into the Regular Navy. I previously served six years in the Regulars, between August 1941 and July 1947. I was advanced to EM1 in November 1945 and held that rate until discharged.

From July 1947 to date I have been a member of the Reserve, with my present active duty beginning in February 1954 at my own request. I also rate the maximum advancement credits for service and awards.

Now here are my questions:

1. Can I ship into the Regular Navy rate-for-rate without taking a substantiating examination?

2. If I shift from EMP1 to EM1, either by authorization from the Bureau or by taking a substantiating exam, will I be eligible to take the EMC exam in Feb 1955?

3. What are the possibilities of changing my rate from EMP1 to ET1 and then shipping into the Regular Navy?

4. Is it possible for a Reservist on active duty to extend his enlistment to comply with "obligated time" requirements for schooling?—P. M. C., EMP1, USNR.

• 1. The practice of conducting substantiating examinations for Naval Reserve personnel was discontinued with

the August 1954 servicewide examinations. BuPers Inst. 1130.4A contains instructions whereby certain critical rates may request authority to reenlist in the Regular Navy in equal pay grades. EM1 is one of the critical rates listed in this instruction. Consult your personnel officer for details.

2. A review of your service record indicates that you do not meet the service in pay grade requirements (computed in accordance with BuPers Inst. 1414.2) for taking the February 1955 EMC exams.

3. If you desire a change of rate from EMP1 to ET1, it is suggested that you consult BuPers Inst. 1440.5 for more complete information.

4. Your last question may be answered as: BuPers Inst. 1910.5B contains instructions whereby Reserve personnel on active duty may request retention for periods of 12, 24 or 36 months. You should consult your personnel officer for details.—Ed.

Dependent's Travel for TAD?

SIR: My men and I have been assigned to a vessel on temporary additional duty orders for a period of eight months. Is it possible to obtain dependents' travel due to the extended TAD period?—J. E. S., LTJG, USNR.

• According to Paragraph 7007 of the "Joint Travel Regulations," transportation of dependents is authorized when the period of temporary duty is contemplated to be for a duration of twenty weeks or more, if the orders do not provide for return to the permanent duty station. If your orders specify either the length of TAD or return to your permanent station, then you are not entitled to dependents' travel allowances.—Ed.

Advancement to Chief

SIR: Since no exams for ADC will be given in February 1955, I have been wondering if the grades on the tests taken in February 1954 will be changed to correspond with the new multiple system which has been put into effect. Then if more ADCs were promoted from the last exams it would be in line with the new multiple system. In my case it would help as it would mean I would get 43 more points, possibly bringing me close to the top of the list.—J. J. S., AD1, USN.

• Any additional advancements to ADCA, prior to February 1956, will be selected from the waiting list established as a result of the February 1954 exam. Those scores will not be adjusted to the new multiple system but will remain as computed.—Ed.

Fuel and Water Report

SIR: There is a difference of opinion on our ship as to when a fuel and water report made out as of 1200 should be entered in the rough deck log. I say it should be logged as of the day it is made out and the chief says it goes in the previous day's log. Can you set us straight?—C. O. R., QM1, USN.

• A fuel and water report should not be entered in the log unless it is an accurate account of the fuel and water for the period ending at 2400 the previous day. Such a report made out as of 1200 would be entered in the log for the previous day.

Directions for keeping the ship's log appear in the rough deck log form NavPers-130 (Revised 11-51). Item 37 under synopsis of entries to be made

in the log states that the quantity of water and fuel on hand, reported in the columns, will be as of midnight closing the day.

Incidentally, this holds true for the new rough deck log (see page 45) except for consumption for water, which will not be accounted for in columnar data ("Weather Observation Sheet").—Ed.

CO and Acting CO

SIR: Article 1378, U.S. Navy Regulations, 1948, states the following: "Should an officer in command be detached without relief, he shall be succeeded in command by that officer who, in accordance with these regulations, would succeed to command in case of the incapacity, death, or absence of the officer in command."

Does the officer who succeeds to command assume the duties as "commanding officer" or as "acting commanding officer"?—R. S. C., YN1, USN.

• In the particular instance of an officer in command being detached without relief, the officer who succeeds to command assumes the duties of, and is in fact, the Commanding Officer. In accordance with Article 1373, "U.S. Navy Regulations," he remains in the capacity of commanding officer until relieved by competent authority.

In practice, an acting commanding officer is found only when the commanding officer is temporarily away from his command for a period such as leave or while on other official duties. An officer in command detached without relief does not fit into that category.—Ed.

Retainer Pay and Retired Pay

SIR: Since we have been unable to get authoritative answers from anyone aboard, we're depending upon you for answers to the following questions:

1. What does retainer pay amount to when one has completed 20 years' active duty before transferring to the Fleet Reserve?

2. Is there any increase in retired pay over retainer pay after one has completed 20 years' active service and 10 years in the Fleet Reserve?

3. If one takes a straight retirement at the end of 20 years, what is the amount of retirement pay?

It is our understanding that one has a choice of straight retirement or retainer pay, and if one completed 20 years of active duty, then drew half pay as retainer for 10 years, at the end of that time his pension would be increased to two-thirds of his basic pay. Is this correct?—W. A. S., RMC, USN.

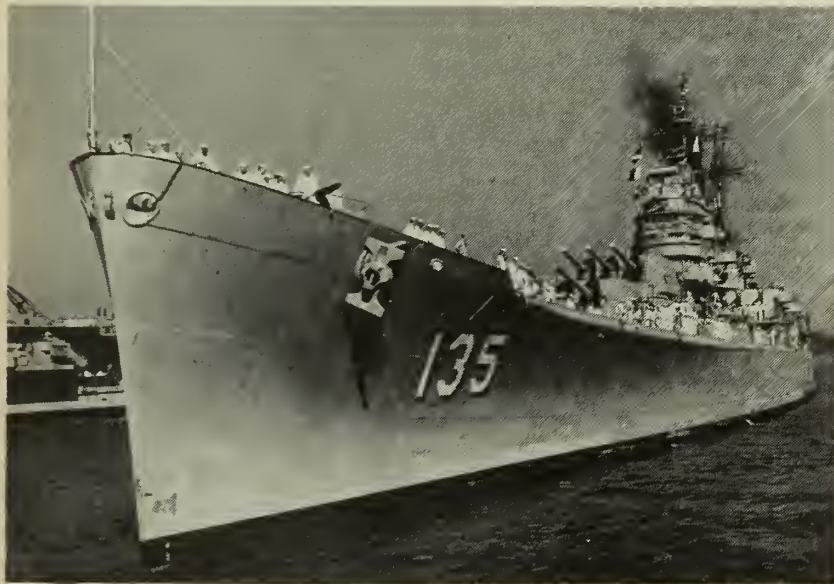
• 1. Once you have completed 19 years and six months of active federal service, your retainer pay is computed in this way: multiply two and one-half per cent of your basic pay by the total number of years of active service. A fractional year of six months or more is counted as a full year in computing active service for transfer purposes. That will add up to fifty per cent of your basic pay.

2. & 3. Inactive Fleet Reserve time cannot be used for any purpose in computing either retainer or retired pay. If you performed no active service between the date of your transfer to the Fleet Reserve and the date of retirement for 30 years' service, then your retired pay would be in the same amount as your retainer pay. As stated above, an enlisted member transferred to the Fleet Reserve after "19 and 6" is entitled to retainer pay computed as fifty per cent of the basic pay of the rate he held at time of transfer. There is no provision of law which will permit an enlisted member of the Regular Navy to retire with less than 30 years' service.—Ed.

Waiving Shorthand Requirements

SIR: In the 1954 examinations for CPO, BuPers waived the shorthand exam for men going up for YNC. It was also waived for the other pay grades in the August 1954 exams. Now to the point—do you have any information on whether shorthand requirements for the February 1955 exams will be waived for YNC?—D. A. H., YN1, USN.

• You can breathe easy. BuPers Notice 1418, paragraph 5c, dated 3 Sep 1954 waived shorthand for the YN rate. However, those men going up for YNS (an emergency service rating) will still have to take the stenographic test.—Ed.



USS LOS ANGELES (CA 135) enters port while the crew members line the rail. Home port for the heavy cruiser is San Pedro, California.

Duty Days and Leave Days

SIR: A question has arisen concerning the computation of leave. Varied interpretations of Articles C-6313 and C-6316 of *BuPers Manual* form the basis of the problem:

A man leaves a station outside the continental U. S. on leave that is to begin upon arrival in the U. S. He arrives at an airfield in Massachusetts at 2100, 7 December. He departs on leave at 2115, 7 December. He returns to the Receiving Station at Brooklyn for transportation to return overseas at 1910, 15 December.

Is the leave to be charged as 8 December (eight days) or from 7 through 14 December (eight days)? I realize that the total in both cases is eight days, but which is correct?—J. R. M., PN1, USN.

• *The first version is correct. The 7th day of December is a day of duty. The 15th day of December is a day of leave in this case because the man reported after 0900. Therefore the member must be charged eight days leave (8 through 15 December).—Ed.*

Flag Officer's Personal Flag

SIR: When a flag officer departs from his assigned flagship on 15 days of authorized leave, without temporarily turning his command over to another officer, should his personal flag be hauled down upon his departure and replaced with the commission pennant?

I am of the opinion that when such an officer goes on leave he normally would turn his command over to the officer next senior to him, in which case that officer's personal flag or the command pennant would be displayed and the admiral's flag would come down. I contend also that unless the admiral actually turns his command over to another officer his flag is flown even while he is on leave, as an outward sign that someone is in charge of the activity.

How is anyone to tell just who is in charge if the admiral's flag comes down even though he retains command?—D. C. G., QMC, USN.

• *The personal flag of a flag officer is his alone and cannot be used by another officer. When such an officer departs on leave (over 72 hours) his personal flag should normally be hauled down.*

The administration command may remain in the ship, however, with responsibility devolving upon the Chief of Staff or the next senior line officer eligible for command. Articles 2170 and 2175, "U. S. Navy Regulations," apply in this case.

Article 2175 makes an exception in a foreign port when the flag officer is absent from his command for a period of over 72 hours. In such ports a flag

How Many Stars Does 'Admiral of the Navy' Rate?

SIR: On page 23 of the Sep 1954 *ALL HANDS* you printed a letter and editorial comment on George Dewey, Admiral of the Navy, USN.

I believe you are incorrect in stating that the highest rank held in the Navy is that of the five-star Fleet Admiral. Although he had only four stars, Dewey was not a "four star admiral" as we understand the term today. His epaulet insignia was four stars, with two of them surcharged on anchors. His cuff insignia was two broad stripes separated by a narrower one, about one inch wide.

Insignia change over the years, so a comparison cannot be drawn too closely. However, I believe that *U.S. Navy Regulations, 1951*, indicate that Admiral of the Navy was a grade equivalent to General of the Armies, which was held only by "Black Jack" Pershing, and that both of these ranks were higher than the present five-star ranks of Fleet Admiral and General of the Army.

My belief is based primarily on Article 2139 of *Navy Regs*, which prescribes a 19-gun salute and full dress uniforms for the arrival and departure of an Admiral of the Navy and a General of the Armies, while a Fleet Admiral or a General of the Army rates only a 17-gun salute.

—P. R. R., LCDR, USN.

SIR: The editorial comment on Admiral Dewey in your September issue states that the highest rank held in the history of the Navy is that of the five-

star Fleet Admiral. This is in direct contradiction to an article on page 52 of the December 1950 *ALL HANDS*, which states the following:

"The highest rank ever bestowed on an officer of the U.S. Navy was that of 'Admiral of the Navy.' On 2 Mar 1899 George Dewey was appointed to this 'six star' rank. It expired upon his death."
—H. V. C., AMC, USN.

• *"Admiral of the Navy" and "General of the Armies" (note plural) were honorary offices which no longer exist. The two titles were especially created for Admiral Dewey and General Pershing, and both offices were abolished upon their respective deaths. Each of these men were of an equal rank, and each outranked all other flag officers of their respective services, so it is easy to see that Dewey was not a "four star admiral" as we understand the term today.*

Many readers have misinterpreted the term "six star" rank (we put it in quotes) as used in ALL HANDS' December 1950 story on Navy ranks and titles. We were well aware that Dewey actually had only four stars, but were attempting to point out that—in terms of present-day grades—he would have needed six stars in order to outrank present Fleet Admirals.

It should be noted, however, that the law passed by Congress in 1944, establishing the ranks of Fleet Admiral and General of the Army, states that there is no higher rank in the respective services, and "Navy Regulations" are in the process of revision on this point.—Ed.

officer's flag is flown until the ship leaves port. At that time the personal flag is hauled down and is not hoisted again until flag officer returns.—Ed.

Ships in Inactive Status

SIR: My ship was in the yard for a couple of months before we got underway for Beaumont, Tex., for decommissioning.

After two weeks at Beaumont we were towed, in "cold iron" status, to Orange, Tex., to complete "Phase B" of decommissioning, with the actual decommissioning expected to take place about three months from now.

Our commission pennant is still flying and we still have our commanding officer, but our sea pay was stopped seven days before we left the yard for Beaumont.

My question is this: Are the crew members entitled to sea pay as long as the ship is in commission and, if not, on what date should sea pay actually stop?—J. F. H., DCFN, USN.

• *We know how you feel about losing all that sea pay, but it looks as if you're just going to take it a little easier on future liberties—for a while at least.*

"Navy Comptroller Manual" (Paragraph 044060.2.b., Vol IV) states in part that "...no enlisted member will be considered to be on sea duty for special purposes (such as sea pay) ... while on duty on a vessel which is in an inactive status except for periods of eight days or more in each case while such vessel is actually operating outside of inland waters."

Your ship was placed in an inactive status ("in commission, in reserve") on the date your sea pay was correctly stopped—and the ship has not operated at sea for eight or more consecutive days since that date.

"In commission, in reserve" is defined as an inactive status by Article 2002, "U. S. Navy Regulations" 1948.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss Barton* (DD 722)—The sixth reunion is scheduled for May, in Washington, D. C. For further details contact F. M. Shore, Jr., 9915 Dickens Ave., Bethesda 14, Md.

• *uss Yorktown* (CVA 10) — The eighth annual reunion will be held in New York City on 3, 4, 5 June. Contact George M. Bernard, 60 East 42nd St., New York 17, N. Y.

• *uss Bennett* (DD 473)—A reunion for men who served in this vessel during World War II is being planned, with time and place to be designated by mutual consent. Contact L. J. Vesovich, 2581 East Huntington St., Philadelphia 25, Pa.

• *uss Tabora* (AKA 45)—It is proposed to have a reunion of the men who served in this ship, with time and place

to be designated by mutual consent. Contact William J. Adley, 2030 Terrace Drive, R.D. #1, Langhorne, Pa.

• *uss LCI (Mortar) 673*—It is proposed to have a reunion of the men who served on board, with time and place still to be decided. Those interested may contact John H. Norton, 1559 Post Road, Fairfield, Conn.

• *uss PC 1599* — Personnel who served in this ship—formerly *uss Exploit* (AM 95)—who are interested in a reunion in May or June should contact Joseph Yenosky, 13 Jacques St., Schuylkill Haven, Pa.

• *78th Seabees*—A reunion is being planned for New York City sometime in May. Interested personnel may contact Edwin R. Bush, 60 Longview Ave., White Plains, N. Y.

• *Squadron VC-83* — All personnel of *Squadron VC-83* who are interested in holding a reunion sometime in August or September, at a place and date to be determined by mutual consent, may write to E. A. Parker, P.O. Box 2112, Corpus Christi, Texas.

Aircraft Warning Lights

SIR: Would you please give the naval source which contains authority for vessels to turn on aircraft warning lights while at anchor or moored?—R. J., QMC, USN.

• The authority you seek is contained in Tactical Publications, which are classified. The Operations Officer on your staff could give you the information contained therein.

Also, SOPA Instructions in many localities contain this data.—Ed.

Clothing Allowance On Reverting?

SIR: On 1 Jun 1954 I reverted from a temporary rank of chief warrant officer to my permanent rate of ADC. Am I entitled to a clothing allowance for this change in status?

I received an allowance when promoted to CPO and again when I made warrant. However, to date, the cost of getting my uniforms revamped to CPO style has come out of my own pocket.—A.S., ADC, USN.

• There is no provision for a cash clothing allowance to temporary officers reverting to their permanent enlisted status in pay grade E-7.—Ed.

Kicking the (Boat) Gong Around

SIR: A number of the officers on board have been in doubt as to the correct or accepted hours of the day during which the boat gong is used to inform the crew of the arrival, departure or passing of commanding officers, commanders, etc. If regulations

exist regarding this question, could you give us a reference?—L. H. H., ENS, USN.

• The use of boat gongs is best explained in the "Watch Officers Guide," page 72 and 218 (1953 Edition). It should be noted, however, that gongs when used in this way are not honors but are merely for the convenience of those concerned on board ship. No hours are specified for their use. Therefore, it would be a question for the command to decide. Actually, there would be no need to sound "gongs," if those who need to know are "standing by" regardless of the hour of day.—Ed.

Commendation Metal Pendant

SIR: In 1945 I was awarded a letter of commendation with ribbon. I understand there is a metal pendant that goes with it and I would like to have it. Can you tell me how I go about obtaining one? — D.W.J., ELEC, USN.

• Application for a Commendation Metal Pendant should be made to the Chief of Naval Personnel (Attn: Pers B4b), Washington 25, D.C. If possible a copy of the letter of commendation should be enclosed with your request.—Ed.



Commendation Ribbon with Metal Pendant

Sea Pay, Commuted Rations, Travel

SIR: I would appreciate answers to several questions concerning pay and allowances for men stationed in *uss Repose*, which is in the first phase of decommissioning.

We are told that the ship's current status disqualifies us for sea pay, despite the fact that *Repose* is in a seaworthy condition (she spent some six hours outside the three mile limit one day last month). The ship is also expected to move from Long Beach to San Francisco at the end of this month. In view of that, are we still ineligible for sea pay? And if so, may the married personnel receive commuted rations?

I also would like answers to the following questions on travel reimbursement. I was married at my last duty station, during which time I held the rate of HM3. My advancement to HM2 was effected after my transfer to the present duty station. I then moved my wife to this area. However, I am told that I cannot receive reimbursement for her travel because my duty station has not changed since my advancement.

It is my understanding that the same reason will prevent me from receiving transportation for my wife and household goods when I report to the local receiving station for discharge in the near future. Is that correct?—P. R. W., HM2, USN.

• Paragraph 044060, Volume IV, "Navy Comptroller Manual," states that enlisted personnel attached to a ship which is in an inactive status are not entitled to receive special pay for sea duty, except in each case when the ship actually operates eight days or more outside inland waters. You do not rate sea pay because the current status of *uss Repose* (AH 16) is "in commission, in reserve," an inactive status.

Commanding officers of vessels have no authority for the payment of commuted rations; commuted rations will be paid to enlisted personnel authorized to mess separately by commanding officers of the following activities:

1. Shore Activities
2. Receiving Stations
3. Ship-based units while actually based ashore where a general mess is operated.

Paragraph A-4404, "BuPers Manual," provides that when personnel of ship-based units are subsisted from a general mess on shore not under the administration of their commanding officer, requests for commutation of rations will be addressed via their commanding officer to the shore activity charged with economical administration of the mess.

What it really boils down to is this: you may not be authorized to receive commuted rations until the general mess

of Repose is discontinued and the enlisted personnel of the ship are receiving subsistence at a shoreside general mess.

Now for your questions on transportation. Inasmuch as you did not have your second class rate on the effective date of your orders to duty at your present station, you were not entitled to dependent transportation to that station unless you had completed seven or more years of service on the effective date of the transfer orders.

If you are still second class at the time of your discharge and your dependents are located at your permanent duty station, they will be entitled to travel reimbursement from that station to your home on last enlistment, or to the place from which you were ordered to duty on last enlistment.

"Joint Travel Regulations" provide that upon discharge, you are entitled to shipment of household goods from the last or any previous permanent duty station (or place of storage in connection therewith) to your home or to the place you were actually located at the time of entry into the service. The regulations also provide that shipment may be made to some other place, provided the cost is limited to what it would be for shipment from the last duty station to the home of record.

Accordingly, you will be entitled to shipment of your household goods, within the weight allowance prescribed for your rate, from Long Beach, Calif., (the home yard of Repose) to your home or the place you were located at the time of entry into the service, whichever affords the greater advantage.—Ed.

Exams for OCS Candidates

SIR: I recently completed the examination for Officer Candidate School and would like to know what grade I

made on the exam. Can you tell me how I can find out whether or not I passed?—J. J. L., QM1, USN.

• The Officer Selection Test is not intended to measure an applicant's specific qualifications but is used as an aid in finding out what his abilities might be.

There is no "passing" or "failing" score for the test. However, a score based on a percentile is used to determine the applicant's academic achievement or level of aptitude of the sort that is known to predict officer success. This information is for the use of the Selection Board in determining, along with the other essential qualifications of the applicant, the men best qualified to be selected for appointment to commissioned status in the Regular Navy. The raw score made by the applicant is not used by the selection board for purposes of selection and the percentile score which is used is not made available.—Ed.

Plank Owner

SIR: Enclosed you will find a copy of the "Plank Owner" certificate for USS Bulwark (AM 425). I think it is worthy of note as it was drawn by one of our crew members. Donald S. Churchill, QMSN, is the "artist" who drew the certificate, a plank owner himself. Bulwark is a wooden mine sweeper that was commissioned at Norfolk Naval Shipyard in November 1953.—E. F. M., ENS, USNR.

• Thanks for your interest in forwarding a copy of Bulwark's certificate. Please present our compliments to Churchill and assure him that his masterpiece is worthy of inclusion in the collection of unofficial certificates presented in Nov 1952 issue.—Ed.



'PLANK OWNER' certificate for USS Bulwark (AM 425). She was commissioned at Norfolk in November 1953.

Church Pennant at Half-Mast

SIR: As you know, the church pennant is displayed above the national ensign during divine services aboard Navy ships at sea. During mourning, however, the ensign is flown at half-mast. What does one do with the church pennant under those circumstances?—R. W. W., QMC, USN.

• That's a good question, chief. If the ensign is already at half-mast and it is necessary to use the same halyard for the church pennant, you must hoist the ensign to the peak, lower it and attach the pennant, and then haul both to the peak before returning them to half-mast. The same procedure would be used to remove the pennant.

If a separate halyard is available for the church pennant (and there should be), it is only necessary to hoist the pennant to a position immediately above the ensign for the duration of worship, then lowering it on completion of divine services, without hoisting to the peak.

Rules on the use of the church pennant may be found in Article 201.4 of DNC-27—Ed.

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★ ★ Navy's 1955 All-Star Team ★ ★

ASTRONOMERS CAN GIVE you a long and varied list of the more important stars in the sky, a list that would run into the thousands. However, to you—a Navyman—the 112 most important and impressive stars repose on the shoulders of 33 men. Each of these men wear either three, four or five stars and compose the top echelon of the Navy.

On this and the following pages are thumbnail sketches of the 33 Navy men who rank as vice admirals and above, presented so that every Navyman may get to know the men who run the Navy.

Three of these men have achieved five-star rank and as such are in a special category. Elevated to the rank of Fleet Admiral during World War II, they remain on active duty as special advisers and although they take no active part in running today's Navy, their knowledge, skill and experience is still utilized when the need arises. They are FADM William D. Leahy, USN; FADM Ernest J. King, USN; and FADM Chester Nimitz, USN. (Fleet Admiral William F. Halsey, Jr., USN, has been retired and is therefore not included).

One other Admiral must also be placed in a special category. He is Admiral Arthur W. Radford, USN, Chairman of the Joint Chiefs of Staff. Although still wearing a Navy uniform and drawing Navy pay, the Admiral is not technically in the Navy but serves as the senior military man in the country. However, no run-down of Navy leaders would be complete without Ad-

miral Radford, long an outstanding naval figure.

Headed by Chief of Naval Operations ADM Robert B. Carney, USN, some 29 Admirals play a major role in running the Navy today; they are the men whose planning and foresight have done so much to keep the Navy at its present strength and whose job it is to insure that the Navy is ever ready to achieve its prime purpose—maintain control of the sea lanes.

ALL HANDS would have liked to include information on the 243 rear admirals in the Navy today, for they are a vital part of the organization and many will move up in the coming years to lead the Navy, but space limitations preclude the possibility.

Something to remember is that the admirals of today are the junior officers of yesteryear. And that brings up the thought, where are the admirals of 10, 20 and even 30 years from now? Well, there is a good chance they are serving in your ship or station. Take a look around. That junior division officer doing such a fine job in your destroyer may well be a future CNO.

You too may be on a future all-star Navy team. In any case you may be assured that wherever the admirals of the future may be serving, whatever they may be doing, the higher-ups are keeping their eyes on them. Also you know that they are doing a thorough job of whatever duties are assigned them. That is what marks them as future admirals. Now read on and *Meet the Bosses*.

—Bob Ohl, JO1, USN

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FLEET ADMIRAL WILLIAM D. LEAHY, USN, has a career of service to his country which spans well over half a century and can only be described as legendary. As a midshipman he was on board USS Oregon when that ship went into battle under Admiral Sampson at Santiago Harbor. From that day on Midshipman Leahy was a marked man and in the intervening years he rose to a stature that will long be remembered by a grateful nation.

He saw action in the Boxer uprising in China and later was a member of the occupation forces in Nicaragua. During World War I he had command of a ship transporting troops to France and in 1921 he was given the responsibility of protecting American and American interests in Turkish waters during the war between Turkey and Greece. By 1937 he had achieved the rank of Admiral and was appointed Chief of Naval Operations. He thought his naval service had ended in 1939 when he retired with over 46 years of service to become Governor of Puerto Rico. In 1940 he was appointed U. S. Ambassador to France, leaving that post when he was recalled to active duty in the Navy to serve as Chief of Staff to the President.

Two years later he became a Fleet Admiral with five stars on his shoulders, in recognition of the tremendously important role he was playing as a member of the Joint Chiefs of Staff and the Combined Chiefs of Staff. He remained in his position as Chief of Staff to the President until 1949. Since that time Admiral Leahy has continued on duty in an advisory capacity in the Office of SecNav.



★ ★ ★

FLEET ADMIRAL ERNEST J. KING, USN, couldn't wait for graduation from Annapolis to get into action. On summer leave from the Naval Academy he won orders to sea duty and served in USS San Francisco during the Spanish-American War. His naval career didn't begin with a soft billet. When he reported on board there wasn't a bunk to be had for the young midshipman and, as a result, he ended up sleeping under a mess bench during the cruise.



Admiral King returned to the Academy after the war, graduating with the class of 1901. Over the years he has served in just about every type ship in the Navy and in almost every billet from junior OOD to CNO. He is one of the few officers who qualified both as submariner and

aviator, qualifying for the latter after he had been in the Navy for 26 years. By 1941 he was in command of the Atlantic Fleet.

When World War II broke out he at once became Commander-in-Chief of the U. S. Fleet. Soon thereafter he became CNO when the office of Chief of Naval Operations was merged with CominCh, giving him the responsibility of exercising complete military control of the naval forces of the U. S. Navy, Marine Corps and Coast Guard in all theatres of operation.

As CNO, Admiral King earned such a reputation for being "the toughest man the Navy had ever seen," that President Roosevelt wrote him a letter asking if there were any truth to the rumors that he (King) "shoved with a blow torch and used a torpedo net cutter to trim his toe nails."

ADMIRAL ARTHUR W. RADFORD, USN, Chairman of the Joint Chiefs of Staff, wanted to be an Army officer. As a youth in Grinnell, Iowa, his one desire was to attend the Military Academy at West Point. However, when he reached the eligible age, all openings for West Point in his District had been filled. Young Radford then made application for the Naval Academy and was accepted, to rise in time to the highest military position in the U. S.



Long known as one of the outstanding exponents of airpower, Radford qualified as a naval aviator in 1920. Since that time he has been instrumental in the growth of Naval Aviation over the years. During World War II he commanded two carrier divisions, developing the first carrier-borne night fighter teams. These were organized and trained at sea, and proved their value the first time out when they turned back a powerful enemy torpedo attack.

Prior to his appointment as top man in military circles, Admiral Radford had been wearing three hats as Commander in Chief Pacific, Commander in Chief U. S. Pacific Fleet, and High Commissioner of the Trust Territory of the Pacific Islands.

Many of the officers and men who have been closely associated with the Admiral have been heard to remark that his main hobby is "more work," but that is not entirely correct as he does find time to dabble in photography and follow the sports page. Although Admiral Radford's work confines him to a great extent to the role of an armchair athlete, his trim figure hasn't changed much since the days he starred in track and soccer at USNA.

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FLEET ADMIRAL CHESTER W. NIMITZ, USN, will long be remembered as one of the greatest naval leaders the U. S. has ever known. When he raised his flag as CinCPac, only a few short weeks after the Japanese hit Pearl Harbor, he was faced with one of the biggest tasks ever presented any man. Despite the losses at Pearl Harbor and the tragic shortage of vessels, planes, and supplies he organized his forces and carried on a defensive warfare which halted the Japanese advance. Soon the defense shifted to offense and the rest is history, as his forces fought their way across the Pacific right to the Japanese mainland.



Fleet Admiral Nimitz's distinguished career stretches back to 1905 when he graduated from the Naval Academy. As a passed midshipman (two years at sea after graduation from Annapolis was required before commissioning) he skippered the gunboats USS Panay and USS Decatur on the Asiatic Station before moving into submarines. During World War I he served as Chief of Staff to ComSubLant. He was serving as Chief of the Bureau of Navigation (now Bureau of Naval Personnel) before taking over his all important post of CinCPac at the outbreak of World War II.

Following the capitulation of the Japanese, at which time he served as one of the signers for the U. S. when Japan formally signed the surrender terms aboard USS Missouri (BB 63) in Tokyo Bay, Fleet Admiral Nimitz capped his long and distinguished career when he took over the top Navy military job of CNO. At present he is special Assistant to SecNav in the Western Sea Frontier.

ADMIRAL ROBERT B. CARNEY, USN, Chief of Naval Operations (known only as "Mick" by his contemporaries), has been a blue water sailor all of his life. The son and grandson of naval officers, the future admiral inherited a yearning for the sea. He entered the Naval Academy in 1912, and began a steady climb to the top—a pyramid which gets steeper and more difficult as it goes along.



When Admiral Carney was appointed to the Navy's highest post in 1953, he expressed his innermost feelings about the Navy. Said he, "Nothing more wonderful could happen to a sailor."

Admiral Carney is well known for his professional accomplishments, both as a sailor and sailor statesman. As a shiphandler in his earlier years, he had the reputation of being able to bend a destroyer around a square corner, and park a 17,000-ton cruiser as though it were a jeep. He won world-wide acclaim for his tactical bafflement of the Japanese war planners as head of the Third Fleet's "Dirty Tricks Department" during World War II. And after he commanded the armies, air forces and navies of NATO's southern flank, General Eisenhower summarized his professional competence, thus: "I consider... him qualified for any military responsibility the U. S. could offer him."

Something less known about Admiral Carney's life is his love for the outdoors. His quarters are filled with such items as hunting guns, fishing equipment, guitars and even diving goggles, all of which he still uses with masterly skill.

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Admiral's Title Has Proud Tradition

The title of Admiral has long been one which commands high respect. It comes from the Arabic "amir-al-bohr," meaning ruler of the sea. The French and English used the title admiral long before America was discovered, and Christopher Columbus was "Admiral of the Ocean Sea"; however, it was nearly 100 years after the colonies had won their independence before the American Navy established the rank of rear admiral.



COMO Jones

During the early days of the American Navy, many highly respected citizens, led by John Paul Jones, urged the inclusion of the grade of admiral in the framework of the U. S. Navy. But the highest rank established in our Navy was that of captain until the Civil War (although captains in command of two or more vessels were customarily addressed as "Commodore"). In 1862 Congress authorized the establishment of the rank of rear admiral. Nine captains on the active list and nine on the reserve list were promoted to that rank, among them David Farragut, who in the next few years was promoted to vice admiral and finally to admiral.



ADM Farragut

After the Spanish-American War, Dewey became "Admiral of the Navy" (see page 23). Another major change came with the creation of Fleet Admiral in World War II.

ADMIRAL WILLIAM M. FECHTELER, USN, Commander in Chief Allied Forces, Southern Europe, is a big, relaxed man with a sense of humor, best illustrated by an event that took place during World War II. As the proud skipper of the brand new *USS Indiana* (BB 58) Admiral Fechteler was standing out of Pearl Harbor in company with several much older battlewagons. One day the Admiral received a message from one of the other BBs, saying that *Indiana* was making too much smoke. His reply was short and to the point, "Can't help it. Have to burn garbage to keep speed down to yours."



A battleship man throughout a large part of his career, Admiral Fechteler reported on board *USS Pennsylvania* upon graduation from Annapolis in 1916. He stayed on

board until the end of World War I and then during the next several years alternated between sea duty and instructor duty at Annapolis. Shortly after World War II erupted he took command of *Indiana*, fought her through several big battles and then moved on to take command of an Amphibious Group. After the war he went back to battleships, as Commander Battleships-Cruisers Atlantic Fleet. His next duty was as Chief of Naval Personnel, leaving that command to become Commander in Chief Atlantic Fleet.

Upon Admiral Forrest Sherman's death he was appointed CNO for two years. His present job is a unique post for an admiral, inasmuch as he has command of the armies, navies and air forces of all the Southern European Countries in NATO. A left-hander, the Admiral is a fair golfer and tennis player, and plays a good hand of poker.

★ ★ ★

ADMIRAL FELIX B. STUMP, USN, Commander in Chief, Pacific and U. S. Pacific Fleet, almost had a short naval career. Instead, he

serves as an inspiration to plebes at the Naval Academy, especially those who find the going tough at first. In his early plebe days his grades left much to be desired and far awhile it looked as though Midshipman Stump might soon be headed back to West Virginia. Needless to say it never came about as Admiral Stump finished his days as a midshipman with a highly respectable average, went on to become a two-time recipient of the Navy Cross and today commands one of the largest fleets in the world.



Aviation was just coming into its own when the Admiral completed his undergraduate days at the Academy and after a few years spent at sea during World War I he reported to NAS Pensacola, Fla. In 1920 he had completed pilot training and won his wings. When the U. S. entered World War II he was skipper of the seaplane tender *USS Langley* (AV 3). Almost at once he was moved to the staff of Commander in Chief, Asiatic Fleet, and to command a special combined Allied operation center. Next he put *USS Lexington* (CV 16) into commission. Under Admiral Stump the "Lex" built an illustrious war record until stung by a torpedo.

After he brought the crippled carrier back to the States the Admiral moved up to command of a carrier division and back into the thick of the fight. Following the war he held several important commands before assuming his present post, last of which was Commander Second Fleet.

ADMIRAL DONALD B. DUNCAN, USN, Vice Chief of Naval Operations, has an alias that always calls for double-takes from strangers—Mr. Wu. As a midshipman, the admiral and several of his classmates saw a play in London, England. One of the characters was an Oriental whose resemblance to Midshipman Duncan was striking. As a result it has been "Mr. Wu" to the Admiral's close friends since that day.



Flying was just coming into its own when he graduated from the Academy and it wasn't long before the Admiral qualified as a naval aviator. When World War II burst upon the scene he was in command of his first ship and soon thereafter was advanced to the rank of Captain. He commanded *USS Essex* in the 1943 raids on Wake and Marcus Islands, which caught the Japanese flatfooted. By 1947 he had advanced to the Vice Admiral's job of DCNO(Air). Then after a tour of duty as Commander Second Task Fleet he moved back to Washington, became VCNO with the four stars that now adorn his shoulders.

A quiet, unhurried man who never gets excited, Admiral Duncan finds reading his main relaxation. Possessed of an almost photographic memory, he can skim through even the most complex Op order in a matter of minutes, remembering every detail. His hame work consists principally of doing a little gardening and taking care of his car. He still loves to fly and often on trips around the country takes over the controls. And he keeps up to date on the latest electronic aids to air navigation, in which he pioneered three decades ago as a one man radio division in BuAer.

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ADMIRAL JERAULD WRIGHT, USN, Commander in Chief, U. S. Atlantic Fleet and Supreme Allied Commander, Atlantic, had a

sound military background when he entered Annapolis. He was the son of an Army officer, who rose to the rank of General. But for some reason or other, from his earliest childhood, the Admiral had a desire to follow the sea. When he became old enough he followed his inclination and won an appointment to Annapolis.

His early assignments were in destroyers operating in and out of the Mediterranean an convoy and patrol duty during World War I.

The outbreak of World War II found him serving as Executive Officer of *USS Mississippi* (BB 41) but it wasn't long before his ability to work closely with members of our Allies

was put to use. During most of the war he served on special planning staffs dealing with U. S. and Allied war plans.

One of his most interesting assignments came shortly before the invasion of North Africa when he served as the U. S. Navy member of an expedition, led by General Mark Clark, USA, which landed on the shores of North Africa two weeks prior to the invasion. The group conducted negotiations with French officers which did much to make the invasion a success. Admiral Wright temporarily served as skipper of the British submarine *Seraph* which evacuated a group of high ranking French officers from Southern France. Before assuming his present post the Admiral had served as Commander in Chief, U. S. Naval Forces, Eastern Atlantic and Mediterranean, with headquarters in London, England.



ADMIRAL JOHN H. CASSADY, USN, Commander in Chief, U. S. Naval Forces, Eastern Atlantic and Mediterranean, was a delight



to the eyes of the Naval Academy basketball coach when he reported for practice. A tall, lean man, quick of movement, he was soon dubbed as a "varsity mon." He didn't disappoint and for three years was a standout on the Annapolis team. Today, the Admiral still retains his basketball player's build, and looks as though he could drop a few long shots.

In his CinCNELM command, Admiral Cassady is on familiar ground as he has spent a great deal of his career in and around the territory that falls under his present command. His first trip in that direction came a few years after his graduation from the Naval Academy when he joined the staff of Commander U. S. Naval Forces, Eastern Mediterranean, on board USS Olympia.

After alternating between sea duty and shore duty for the next several years, during which time he picked up his wings as a naval aviator, Admiral Cassady returned to the Mediterranean area in the tense pre-war years of 1937-39. This time he served as Assistant Naval Attache at the American Embassy, Rome, Italy.

During World War II he shuttled back and forth between Washington, D. C. and the Pacific, skipping the famed "Sara," USS Sorotago (CV 3) during one tour in the Pacific. Following the war he kept moving up and his last command before taking over as CinCNELM found him back in the Med, serving as ComSixth Fleet, top naval operating command in that area.

★ ★ ★

VICE ADMIRAL FRANCIS S. LOW, USN, Commander Western Sea Frontier and Commander Pacific Reserve Fleet belies the age old



chestnut about seafaring men not being able to swim. During the Admiral's undergraduate days he not only captained the swimming team at Annapolis but in an important meet established an Academy record for the 220-yard free style sprint that stayed on the record books for several years.

It was a good thing that he liked the water, for he saw a lot of it during the next few years, following graduation in 1915. With the exception of six months TAD he served his first 10 years at sea, most of it in command of five different submarines. During that time he also served on the staff of Commander Submarine Division Five and Commander Control Force while the U. S. was engaged in World War I. His first shore duty returned him to Annapolis where he served as an instructor for the midshipmen in Seamanship, a billet for which he was well qualified.

By the time the U. S. entered World War II Admiral Low was a recognized expert on submarines and in 1943 he was given the important assignment of Chief of Staff, Tenth Fleet, the organization which was handed the job of dealing with the German submarines. Later he moved to the Pacific and took command of a cruiser division which supported the Okinawa invasion. Following the war he served as both Commander Destroyers, Pacific Fleet, and Commander Service Force, U. S. Pacific Fleet, before moving to Washington as DCNO (Logistics), then to his present command.

VICE ADMIRAL LYNDE D. MCCORMICK, USN, President of the Naval War College, is the son of a rear admiral and grew up in



the shadow of the Naval Academy at Annapolis, his birthplace. It was only natural that he should go to the Academy, and he entered in 1911 on an appointment by President Taft. He graduated with distinction, second in a class of 183, and was immediately assigned to USS Wyoming, serving with that ship when she operated with the British Grand Fleet during World War I.

After the Armistice he served in battlewagons and destroyers before qualifying as a submariner. By the time World War II began he had advanced to Captain and was serving as Assistant War Plans Officer on the Staff of CinCPac.

Shortly after Admiral Nimitz took over as CinCPac, he was elevated to War Plans Officer and served as such during the battles of the Coral Sea, Midway and Guadalcanal. He next assumed command of USS South Dakota (BB 57) operating in the Atlantic with the British Home Fleet.

Following the end of the war he had several high commands and was serving as Vice Chief of Naval Operations upon the death of Admiral Forrest P. Sherman, USN. Admiral McCormick was Acting CNO until a new CNO was named. At that time he was designated Commander-in-Chief U. S. Atlantic Fleet, with Headquarters at Norfolk. While serving in that capacity he was appointed Supreme Allied Commander Atlantic, when that command was established by the North Atlantic Treaty nations.

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VICE ADMIRAL ARTHUR D. STRUBLE, USN, Navy Representative of the Joint Chiefs of Staff on the Military Staff Committee of the



Security Council of the United Nations (surely one of the longest titles ever held by an admiral), earned the praise of the free world for his inspirational leadership of the Seventh Fleet during the Korean conflict. His execution of the invasion at Inchon will long be remembered by military men, for it was brilliantly effected with a minimum loss of landing forces. At Wansan his bravery came in for the same high praise when he personally supervised the mine sweeping needed to clear the way.

Admiral Struble's success in Korea came as no surprise as he had been one of the Navy's top amphibious commanders for some time,

dating back to World War II. During the war he had been at the Normandy beachhead as Chief of Staff to the Western Naval Task Force Commander. Later he commanded an amphibious group in landings at Ormoc Bay, Leyte, P. I., and also in the successful amphibious assault on Mindoro. In addition, his forces put the 11th Army Corps ashore in the San Narcisca Area, northwest of Subic Bay.

A native of Portland, Ore., the Admiral graduated from the Naval Academy with the class of 1915, serving on sea duty during World War I and the Haitian Campaign. Following World War II he commanded the Pacific Amphibious Force and was DCNO (Operations) before taking over the Seventh Fleet. Before reporting to the Joint Chiefs of Staff he was Commander First Fleet.

VICE ADMIRAL MATTHIAS B. GARDNER, USN, Deputy Chief of Naval Operations (Plans and Policy), owns what is undoubtedly the most famous steaming hot in the Navy today. It's a well secreted hot which the Admiral wore cocked over one eye, giving him a salty look that was imitated by everyone under his command, while he served as ComSix-Fleet. No one else could achieve quite the same effect. That hat betokened good will wherever it was seen while Admiral Gardner was serving as top Navy man in the Med and as a roving ambassador for the U. S. It still hangs in the Admiral's Washington office, a reminder of his days at sea.

Graduated from the Naval Academy in 1918, the Admiral served as a junior officer in several destroyers, and then qualified as a naval aviator in 1922. A few years later he led one of the Navy's first acrobatic teams, "The Three Flying Fish." This group delighted the country with some of the most skillful formation flying ever seen. During World War II, Admiral Gardner commanded USS Enterprise (CV 6) through the heaviest of the fighting in the Pacific, moving up to command a carrier division in 1944.

A top notch golfer who shoots in the middle and low 80s, the Admiral has, for the past three years, been one of the participants in the Notional Celebrities Golf Tournament held in Washington, D. C. Whenever the Admiral can find any free time, he alternates between golfing and flying with golf running a strong, but definite second. Although the Admiral was born in Washington, D. C., he now lists his home as Coronado, California.

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VICE ADMIRAL ARTHUR C. DAVIS, USN, wears two important hats as Director of the Office of Foreign Military Affairs (ISA) and Deputy Assistant Secretary of Defense for International Security Affairs. Although the Admiral was born in South Carolina, he is a Nebraskan by adoption. He entered the Academy from the Cornhusker State and graduated with the class of 1915. He stood eighth in a class of 188. At present he is the senior naval officer from the state of Nebraska.

His first duty after leaving Annapolis was USS Florida, operating in the Atlantic. During World War I he served in destroyers out of Ireland and France and then set his eyes on the skies, qualifying as a naval aviator in the early '20s. He had duty concerned with light bombing (diving) attack during Fleet maneuvers in 1927, and was credited with being largely responsible for the development of the Norden bombsight and with the art of dive bombing in the U. S. Navy.

He alternated between duty in the Pacific and Washington during World War II. In the Pacific he had command of USS Enterprise (CV 6) and a carrier division. While in Washington he had various staff assignments and at one time was Assistant Chief of Staff to CominCh. Since the war Admiral Davis has spent most of his time in Washington. He was serving as Director, The Joint Staff, Joint Chiefs of Staff, when ordered to his present duty. The Admiral hasn't lost any of his love for flying and still takes to the wild blue yonder whenever possible. Any spare time left over is spent putting around the house and his garden.

VICE ADMIRAL HAROLD M. MARTIN, USN, Commander Air Force, U. S. Pacific Fleet, was an all around athlete during his midshipman days, starring on the varsity football, basketball and lacrosse teams.

He did so well in sports that upon graduation in 1918 he was awarded the Athletic Association Sword and the Thompson Cup, awards given annually to the midshipman who attains general excellence in athletics.

Following a tour of sea duty in Atlantic waters during World War I, the admiral moved into aviation and reported to Pensacola, Fla., where he found that flying was to become a major interest. He received his wings in 1921 and a few years later had command of a patrol squadron that made the first non-stop flight from Midway to Pearl Harbor. As a result of that flight he was ordered to the Hydrographic Office, Washington, D. C., to compile a textbook on aerial navigation. In 1940 he reported to Kaneohe Bay, Oahu, T. H., to help in the establishment of the Naval Air Station there, taking over as commanding officer when it was completed.

At the height of World War II he skippered USS San Jacinto (CVL 30), which became famous for flying the Lone Star Flag of Texas in battle, and he later commanded a carrier division during the battle of Okinawa. More recently he commanded the Seventh Fleet during the Korean conflict and was credited with being "directly responsible for the success of close air support activities, bombardment of enemy shore installations, blockading of strategic ports and vital mine sweeping operations," during the fighting.

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VICE ADMIRAL ROBERT P. BRISCOE, USN, Deputy Chief of Naval Operations (Fleet Operations and Readiness), is an ardent devotee of outdoor life. As a boy in Centerville, Mississippi, he developed his skill with rod and gun in some of the finest hunting and fishing country in the state.

After graduation from the Naval Academy in 1918, six years as a destroyerman included service in French waters during World War I and subsequently in Turkish waters.

During the following eight years, varied duties in battleships and cruisers were interspersed by tours ashore which developed his aptitude and interest in electronics. His important part in the development of radar in the years prior to World War II was cited in a Letter of Commendation from the Secretary of the Navy.

He assumed command of the USS Prometheus shortly after the outbreak of World War II, and then was ordered as Commander Destroyer Squadron 5. As the "Coctus Striking Force," his ships fought in the struggle for the Solomons.

In July 1943, he took command of the USS Denver, and received the Navy Cross for his part in the Battle of Empress Augusta Bay.

Subsequent to World War II, his duties have included Commander, Operational Development Force, Commander Amphibious Force, Atlantic, Commander Seventh Fleet, and ComNavFle.

In his present position, DCNO (Fleet Operations and Readiness), Admiral Briscoe is the direct intermediary with the Fleet in matters of operations and readiness.

VICE ADMIRAL LAURANCE T. DU BOSE, USN, Commander Eastern Sea Frontier and Commander Atlantic Reserve Fleet, has packed a lot of action into his 42 years in the Navy, dating back to his first ship, *USS Connecticut*, in 1913. He reported on board shortly after graduation from the Naval Academy and soon found himself right in the middle of the Mexican revolution. That was only the beginning.



The next year, still serving in *Connecticut*, he saw action during the Haitian Campaign when the ship transported a regiment of Marines to Haiti with orders to protect American life and property. He was no more than out of that action when World War I started and he was assigned to duty in *USS Alabama* operating in the Atlantic. Before the war had

been fought to a finish he also served in the Bureau of Navigation (now BuPers). Between wars the Admiral had the usual variation of duty and shortly after World War II began, took command of *USS Portland* (CA 33). He led that cruiser through some of the heaviest fighting of the war, then commanded a cruiser division.

After his division had clobbered the enemy during the landings on Sicily they moved back to the Pacific and into the thick of the fight there. For his services during World War II Admiral DuBose was three times awarded the Navy Cross and is entitled to wear 16 battle stars on his campaign bars. Following the war's end, Admiral DuBose served as Commander Sixth Naval District and then as Commander Battleships-Cruisers, Pacific Fleet. He was Chief of Naval Personnel when assigned to his present command.

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VICE ADMIRAL JAMES FIFE, JR., USN, Deputy Commander in Chief, Mediterranean, had as unlikely a background for a naval career as would seem possible. He was born and reared on a ranch in Nevada, far from the salt air. However, once he entered the Naval Academy there was no doubt as to his future — it was to be Navy all the way, particularly the submarine Navy. In fact he became so engrossed with sea going matters that he was known as a "walking encyclopedia," because of his determination to learn.



He graduated in June of 1917, reporting on board *USS Tacoma* almost at once for Atlantic convoy and escort duty in WW I. He soon put in, and was accepted for, submarine school. After qualifying in submarines he served in and commanded

the underseas raiders on both coasts for the next several years. He served in *USS Idaho*, destroyers and several submarines before the outbreak of World War II which found him Chief of Staff to Commander Submarines, Asiatic Fleet.

With the exception of a brief tour of duty on the staff of CominCh and CNO in Washington, D. C., during which time he served as one of the naval representatives at the Quebec Conference, Admiral Fife spent the entire war in the Pacific. By the time the war was over he had advanced to Rear Admiral and was holding the position of Commander Submarines, Seventh Fleet, and Commander Naval Forces, Western Australia. In 1947 he became Commander Submarine Force, Atlantic, and then advanced to DCNO (Operations) before being appointed to his present duty.

VICE ADMIRAL WILLIAM M. CALLAGHAN, USN, Commander Naval Forces, Far East, is a tall, lanky man who looks as though he has the makings of a pretty fair tennis player. As a matter of fact, he was a much better than average player at the Naval Academy, starring on the midshipmen's team, and he can still swing a pretty mean racquet. He calls California home, being one of those rare people who was born in that state.



His first seven years as a naval officer were spent mainly in destroyers, with brief periods allotted to graduate study in electrical engineering. He had his first command in 1936, the old four stacker *USS Reuben James* (DD 245).

At the start of World War II he was on the staff of CNO but moved to CinCPac's staff shortly thereafter. He saw a great deal of action in 'frontline' operations, like his brother Rear Admiral Daniel J. Callaghan, USN, who was killed in action on board *USS San Francisco* (CA 38) during the Battle of the Solomons. When time came to pick a skipper for the brand new *USS Missouri* (BB 63), Admiral Callaghan was the man for the job and he fought the huge battlewagon at Iwo Jima and Okinawa, and led her into Japanese waters for the first mass air strike against Japan.

After the war he became the first Commander Military Sea Transportation Service. It was then he received the title of "the stingiest Admiral in the Navy," due to the many money saving procedures he installed in the huge organization. In 1953 he became commander Amphibious Force, U. S. Pacific Fleet.

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VICE ADMIRAL FRANK G. FAHRION, USN, Commander, Amphibious Force, Atlantic Fleet, is known as "Spike" to his friends and that



nickname backs up the description tagged on him during his undergraduate days at Annapolis. In a year book it was said of Admiral Fahrion that, "he is a man's man, first, last and always." Born and reared in the small city of Pickens, West Va., the Admiral graduated from the Naval Academy in 1917 and drew *USS South Dakota*, patrolling in the South Atlantic, for his first ship.

After the war he returned to the U. S. and Annapolis for instruction in ordnance engineering at the Post-graduate School. His later billets were involved with working on torpedoes and he became an expert in that field. By the time World War II burst upon the scene he had advanced to command of a destroyer division but soon moved to duty as Chief of Staff and Aide to Commander Destroyers, Battle Force. In that job he aided in the formulation of the initial plans to repel the enemy in the Aleutians and for the progressive advance of U. S. forces westward until the conclusion of the Aleutian Campaign. He next served as CO at the Naval Torpedo Station, Newport, R. I., directing the research and development of torpedoes during a critical time. Later he was CO of *USS North Carolina*, then commander of a carrier division.

Following the war he was one of the Navy's top commanders during Operation Crossroads, directing all operations of the target and salvage units during the atom bomb tests. Prior to his present post he was Commander Destroyer Force, Atlantic Fleet.

VICE ADMIRAL RALPH A. OFSTIE, USN, Deputy Chief of Naval Operations (Air), a native of Wisconsin, graduated from the Naval Academy in 1918 and saw his first combat service in *USS Whipple* during World War I. The destroyer was engaged in coastal convoy and anti-submarine work off the west coast of France during that time. He served the next few years in other destroyers until returning to the States and reparting to Pensacola, Fla., for flight training.



The Admiral received his wings as a naval aviator in 1922 and soon thereafter joined a team of Navy pilots who took part in a naval air meet. In that meet, flying a CR-3, he established three world's speed records for seaplanes and the following year was selected as a member of the American Team in the Schneider Cup Race. He continued in aviation billets until just a few years before World War II.

During World War II Admiral Ofstie served mainly in the Pacific beginning with his assignment as Aviation Officer on the Staff of CinCPac. Next he commanded *USS Essex (CV 9)* during much of the heavy fighting. Under his command *Essex* and her planes took part in the aerial attacks on Rabaul, scoring one of the great naval air victories of the war. Later he assumed command of two different carrier divisions before the fighting ended. Since the war he has held several high commands and was Commander First Fleet when he received his orders to his present job. He recently married the former Captain Joy Bright Hancock, USN, (Ret.) who headed the Waves until her retirement.

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VICE ADMIRAL JAMES L. HOLLOWAY, JR., USN, Chief of Naval Personnel, has often stated that the Navy is both his vacation and

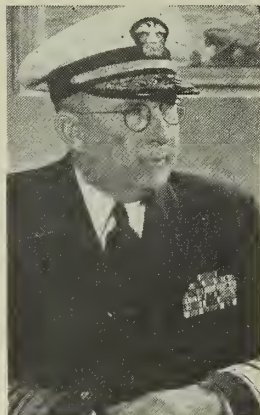


avocation, and he has few interests that are not strictly Navy. One of these is an occasional game of golf, always played early in the morning, long before working hours. Aside from golf the Admiral gets very little relaxation due to the tight, demanding schedule he sets for himself. Born in Arkansas the Admiral moved to Texas early in his youth and still calls the "Lone Star" state home.

Admiral Holloway has spent most of his time at sea in destroyers, cruisers and battlewagons. He had his first sea-going command, the destroyer *USS Wainwright (DD 62)*, only three short years after graduation from Annapolis in 1917. Since that time he has risen steadily, with his last tour of sea duty as Commander Battleship-Cruiser Force, Atlantic. In between those commands he served on various staffs, commanded a DD-DE force and skippered the battleship *USS Iowa (BB 61)* during her all-out raids on the Japanese mainland in World War II.

Despite the fact that the Admiral is at his happiest on the bridge of a ship with the wind whipping across the forecandle and a steady throbbing under his feet, he is also known as one of the most able administrators in the Navy today. As Assistant Chief of Naval Personnel for Demobilization in 1945 he handled the knotty problem of demobilization in a quick and efficient manner, and the Holloway Plan for NROTC students has now become a household word. Both of these achievements will long be remembered.

VICE ADMIRAL FRANCIS C. DENEHRINK, USN, Commander Military Sea Transportation Service, was born in Chicago and received his



public school education in Wyoming and California. Graduating from the Naval Academy with the class of 1917, he served throughout World War I in the first Warrington—a three stack destroyer based at Queens-town, Ireland and Brest, France.

For the first fourteen years, Admiral Denehrink's duty afloat was all in destroyer types, culminating with command of *USS McCormick* on the China Station. Between tours at sea during this period, he served as aide to the Superintendent of the Naval Academy.

Later the Admiral had duty on the staffs of the Scouting Force in the Pacific and Battle Force in the Pacific.

The beginning of World War II found Admiral Denehrink serving as aide to the Chief of Naval Operations. In 1942-43, he was commanding officer of *USS Brooklyn*, and participated in operations off Casablanca, and in the dramatic rescue of 1500 survivors of *USS Wakefield* when that transport burned at sea.

In 1944 he became Commander Fleet Operational Training Command, Pacific Fleet, commanded Cruiser Division Five in the Aleutians, and later became Commander Naval Forces in the occupation of Northern Japan. He commanded Service Squadrons Ten and Three in the Far East following the war.

During the atomic tests conducted in Operation Sandstone at Eniwetok in 1947-48, Admiral Denehrink commanded the Naval Task Group. He was ComServPac before heading MSTs.

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VICE ADMIRAL ROSCOE F. GOOD, USN, Deputy Chief of Naval Operations (Logistics) divided his time between school and the



local newspaper office as a youth in Fostoria, Ohio. At the newspaper office he rose from printer's devil to reporter before receiving his appointment to the Naval Academy in 1916. His background made him a natural for the job as Editor-in-Chief of the "Lucky Bag," at Annapolis; however, he didn't neglect his studies, graduating fourth in a class of 452 members.

Between the two World Wars he served in several ships, qualified as a submariner and was on the staff of Commander in Chief, Pacific Fleet, when World War II broke out. During the war he had the unusual experience, for a naval officer, of finding himself ashore during two of the biggest campaigns. At Guadalcanal in September of 1942 he spent several days on the beach as a special observer. Later at the Normandy beachhead, four days after the historic invasion in Europe, he was ashore at the front as aide to FADM King during an inspection tour by the Joint Chiefs of Staff. In 1944 he assumed command of the battleship *USS Washington (BB 56)* and led that ship through the remainder of the battles in the Pacific.

Admiral Good's favorite sports memories hinge on a champion Navy baseball squad he coached between 1932 and 1935. The team, from the Submarine Force on the China Station, swept to four straight Fleet Championships with Admiral Good at the helm.

VICE ADMIRAL THOMAS S. COMBS, USN, Commander Sixth Fleet, was a destructive man during his days at the Naval Academy but he never got colled down for it. Main reason for this oppoent oversight was the fact that his destructiveness was always aimed at Navy's opponents on the football field where the Admiral was a member of the varsity. In addition to his football prowess, Admiral Combs served as a company commander during his midshipman days. He graduated in 1919 and in quick succession served in four different bottleships.



When his sea duty was completed he reported to NAS Pensacola, Fla., and emerged a naval aviator with orders to a squadron based aboard USS Langley (CV 1). While aboard that carrier his squadron took the 1925 Gunnery Trophy, and he received a commendatory letter from SecNav. At his next duty station, NAS Coco Solo, C. Z., he again came under the watchful eye of SecNav and was commended for making the highest individual bombing score in naval aviation in 1926. For the next several years he remained in aviation billets and shortly after World War II began he assumed command of the newly commissioned USS Cosco (AVP 12), fighting her throughout the Aleutian Islands Campaign.

Later in the war he served as CO of USS Yorktown (CV 10) and was awarded the Silver Star Medal for "conspicuous gallantry." After World War II he served as a carrier division commander before being appointed Chief of the Bureau of Aeronautics, his last position before taking over the Sixth Fleet.

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VICE ADMIRAL ALFRED M. PRIDE, USN, Commander Seventh Fleet, is an ex-whitehat who climbed to three star rank without going through the Naval Academy. The Admiral enlisted in the Navy during World War I, gained promotion to CPO and then went through flight school to win his wings and commission. All this took place within one-and-a-half years after his first enlistment, which may or may not be some sort of record.



One of the real pioneers in naval aviation, Admiral Pride helped to put the first Navy carrier, USS Langley (CV 1) in commission. When the converted collier joined the Fleet he was one of the first to take part in the experimental take-offs and landings aboard that ship. During the next two decades Admiral Pride continued in various aviation posts and in 1943 assumed command of the USS Belleau Wood (CV 24) at her commissioning. He fought the carrier throughout a great deal of the war in the Pacific until his promotion to Rear Admiral when he moved up to take command of the Naval Air Center and Naval Air Base in 14th ND.

While serving as Chief of BuAer he was credited with the development, Navy-wise, of the turbo-prop engine and of many of the planes that are now flying from carriers under his command. Prior to taking over as Commander Seventh Fleet, he had been Commander Naval Air Test Center, Patuxent River, Md. As for off duty postimes, the Admiral enjoys hunting and fishing but for pure relaxation he prefers to sit and play on such weird musical instruments as the sweet potato and kozoo.

VICE ADMIRAL WILLIAM K. PHILLIPS, USN, Commander First Fleet, is a real triple threat Novymon. During his career he has qualified in submarines, won his wings and proved to be an excellent surface commander. He graduated from the Naval Academy in 1917 and after his first few years at sea qualified as a submariner. When he graduated from Submarine School he was given command of the R-24 and over the next several years alternated between submarines and shore duty.



He moved back up on the surface in 1928 when he took command of USS Peary (DD 226) and then, after a tour of duty at the Naval Academy as an instructor, looked around for new fields to conquer. He moved into aviation and became one of the elite few in the Navy who can wear both the dolphin and wings, when he was designated a naval aviator, lighter-than-air.

During World War II the Admiral proved that he wasn't limited to either the air or underwater work as he operated in destroyers as a DesDiv commander, escorting ships in the North Atlantic run. By 1943, he was in the Pacific in command of USS Oakland (CL 95) operating with fast carrier task forces, in the capacity of screen commander.

Following the war he commanded a cruiser division in the Western Pacific and then returned to the Atlantic as Commander Destroyers, Atlantic Fleet. His last post before becoming Commander First Fleet was in Pearl Harbor, T. H., where he served as Chief of Staff to Commander in Chief, U. S. Pacific Fleet.

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VICE ADMIRAL THOMAS G. W. SETTLE, USN, Commander Amphibious Force, U. S. Pacific Fleet, has really flown high during his Navy career. So high, in fact, that he set on altitude record for a stratosphere balloon flight in 1933. He and a Marine major took a balloon up during the World's Fair at Chicago in 1933 and reached the height of 61,236.691 feet. During those days the Admiral was known as "the American eagle" for his feats in free ballooning.



He began making his record-breaking balloon flights a few years after graduation from the Naval Academy in 1918. At one time he held the distance record for a 19,000 cu. ft. balloon when he covered a distance of 478 miles in 21½ hours.

Meanwhile, the Admiral continued to move up in the Navy as well, and in 1934 took command of USS Palos (PR 1) operating in the Yongtze Patrol. At the same time he served as Acting Consul at Chungking. During World War II he served on the staff of Commander Cruisers Atlantic and in Washington, D. C., before commanding Fleet Air Ships, Pacific.

His next command was USS Portland (CA 33) and during his time as CO of that cruiser the ship earned an outstanding bottle record, including, in addition to the heavy damage inflicted on surface ships, 18 enemy aircraft destroyed and three assists. Near the end of the war he took command of a cruiser division. Later, Admiral Settle served in various positions including the important post as Chief, Naval Group, American Mission for Aid to Turkey. He was ComEight when assigned to his present post.

VICE ADMIRAL EDMUND T. WOOLDRIDGE, USN, Commander Second Fleet, wears another important hat as Commander Striking Fleet, Atlantic, a NATO command under Supreme Allied Commander Atlantic. As such he is actually in two navies, the U. S. and the NATO organization. A native of Lawrenceburg, Ky., the Admiral graduated from the Naval Academy in 1919 and spent his first two years in USS Delaware (BB 28).



A few years later he reported to USS Chewink at the Submarine Base, New London, Conn., and underwent a course of instruction in submarines. Upon finishing the course and qualifying as a submariner he served in USS S-36 before reporting to the Naval Academy as an instructor. His first command was the destroyer

USS Tattnall (DD 125) in 1936. During the early days of World War II Admiral Wooldridge served as Chief of Staff of Task Force 24, Atlantic Fleet, before reporting to Washington, D. C., and eventually becoming Director of Personnel in the Bureau of Naval Personnel. From Washington he moved to command of USS New Jersey (BB 62), supporting the landings on Iwo Jima and Okinawa.

When the war ended Admiral Wooldridge was given the important job of Commander Occupation Forces, Northeast Japan and at the same time commanded a cruiser division. In 1947 he returned to Washington, this time as Assistant Chief of Naval Operations (Political Military Affairs) and then took over as Commander Destroyer Force, Atlantic Fleet. He was serving as Commander Battleship-Cruiser Force, Atlantic Fleet before his present duty.

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VICE ADMIRAL AUSTIN K. DOYLE, USN, Chief of Naval Air Training, was a crackerjack first baseman on the Naval Academy's baseball



team for three years during his midshipman days. Later, while serving as an instructor at the Academy, he coached the 1933 baseball team to one of its best seasons. Still an avid baseball fan, the Admiral may often be seen rooting for the home team wherever he is stationed.

Graduating from the Academy in 1919, the Admiral served three years at sea in three different ships before moving to Pensacola, Fla., to become one of the early birds in naval aviation. He got his wings in short order, did a tour of sea duty and then returned to the Florida base to become an instructor in the growing aviation program. He served in USS

Langley (CV 1) and USS Lexington (CV 2) during the next few years and by 1938 had been given command of a squadron aboard USS Saratoga (CV 3). Shortly after World War II exploded on the scene he was in USS Nassau (CVE 16), commanding that carrier during the operations off Guadalcanal, then moving her up to Alaska to take part in the battle for the Aleutian Islands.

After a short tour of duty in Washington, D. C., he returned to sea as skipper of the second USS Hornet (CV 12) and led that ship through heavy fighting until the fall of the Japanese Empire. After the war he became Inspector General of the Pacific Fleet and did such a good job that he soon found himself in Washington again, as Deputy Naval Inspector General. Prior to his present post, he served as Commander, Caribbean Sea Frontier.

VICE ADMIRAL FREDERICK W. MCMAHON, USN, Commander Air Force, Atlantic Fleet, got his first taste of Navy Life as an enlisted man back in the days of the "Old Navy." After a year's service as a white hat he decided that the Navy was the career he wanted and set about getting an appointment to the Naval Academy. He was appointed by President Woodrow Wilson and graduated with the class of 1920.



After a three-year tour of sea duty in various ships, Admiral McMahon cast his lot with the then brand new development, naval aviation. He qualified as a naval aviator after going through the flight school in Pensacola, Fla., in 1922 and reported to a torpedo bombing squadron. Over the next few years he remained in aviation billets and when World

War II broke out was serving in the Bureau of Aeronautics in Washington, D. C. From that post he moved to the Pacific and eventually took over as commanding officer of USS Suwannee (CVE 27). It was during his tenure as skipper of that gallant little ship that she proved that escort carriers are "shaoting ships," when she was thrown into the fight in the Salamans.

From the Suwannee Admiral McMahon moved to duty as Deputy Commander and Aide and Chief of Staff to Commander Air Force, Pacific Fleet. During that time he did the important planning for several major offensive operations against the enemy. More recently he was one of the top carrier men during the Korean war, leading Carrier Division Five into action before serving as the Chief of Staff and Aide to Commander Naval Forces, Far East.

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VICE ADMIRAL MURREY L. ROYER, SC, USN, Chief of Naval Material, has the proud record of being a staff corps officer who has



attained three star rank. A graduate of the University of California, he was appointed ensign in the Navy in 1917 and after completing a course of instruction at the Naval Pay Officers' school was assigned duty in USS Columbia which was engaged in convoy duty between New York and Europe during World War I.

While still a junior officer Admiral Royer got involved in one of the strangest jobs ever handed a supply officer. At the time, he was an aboard USS New Orleans while she was serving as station ship at Vladivostok, Siberia. Admiral Royer was given the task of outfitting a brand new navy. It was to be composed of former

Czech prisoners of war. These men had escaped and made their way across Europe and Asia, a distance of approximately 5000 miles in search of freedom. They had plans to continue on around the world and became the new Czech Navy. Somehow Admiral Royer scraped up uniforms and gear to do the job.

During his Washington duty in World War II he set up the International Aid Division of the Bureau of Supplies and Accounts. He was appointed General Inspector of the Supply Corps and later served as Commanding Officer of the Naval Supply Centers at Norfolk and Oakland. His last position was that of Paymaster General of the Navy and Chief of BuSandA, and he was serving in that post when informed of his appointment as Chief of Naval Material.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

New EM Club at 'Sailor's Field'

The Boston, Mass., Receiving Station has added a new Enlisted Men's Club and recreation area for Navy-men in the Hub area. The \$200,000-project was financed entirely from non-appropriated funds. A total of \$185,000 for the project was a grant from the BuPers Central Recreation Fund.

The EM Club, which also houses the CPO Club, has modernistic, wrought iron furniture and a bar featuring draught and bottled beverages and good food. The club can accommodate 500 guests.

The recreation area is a 17-acre plot adjacent to the EM Club. Named "Sailor's Field," the area will feature a football field, a baseball diamond, three softball diamonds, a regulation quarter-mile cinder track, four tennis courts, two handball courts, a five-hole golf course and a recreation hall.

The recreation hall, which can handle 4000 people, is equipped with a boxing and wrestling ring, three basketball courts, two badminton courts, a stage for plays and dance bands and a movie theater.

Miniature Gyro-Compass

A gyro-compass weighing only nine pounds and having an accuracy that compares favorably in performance with the larger gyro-compass now installed on most Navy ships, will be installed in small naval craft.

The Navy's smaller ships, such as landing craft, currently use the magnetic compass, which is of extremely limited value because of the large amount of magnetic material affect-



MEN OF USS DES MOINES, Sixth Fleet Flagship, lunch with Secretary of Navy. (L-R) George H. Cross, BM1, Charles H. Thomas, Corell Thomas, BM1C.

ing it under combat load conditions.

Named "Mark 22," the new miniature compass occupies less than one-half cubic foot of space. It fits easily on a shelf close to the steering station, so that a repeater system is unnecessary, although repeaters may be attached. In addition, the simplicity of the new compass permits operation by personnel without specialized training, while its design simplifies replacements of components or complete units during field operations.

In rugged tests the Mark 22 gyro-compass has proved its accuracy during sharp, fast turns of speeding boats, in adverse sea conditions and in beachhead operations.

The Navy anticipates widespread

use of the new instrument in the Fleet, particularly on certain landing craft and amphibious vehicles of several types. Its development brings nearer reality a naval goal to improve beachhead operations by equipping landing craft and other small vessels with compasses which will insure precise maneuvers and pinpoint landings in combined arms assaults.

NAS Is 'Gateway to Korea'

Iwakuni Air Depot, on the southern end of Japan's Honshu island, has become the newest Naval Air Station. Known to thousands of UN military personnel as the "gateway to Korea," the installation was transferred from the Air Force to the Navy on 1 October.

Earlier, a Naval Air Facility had been located on the base, which is also the home of Fleet Air Wing Six, Fleet Air Service Squadron 120, Patrol Squadron 17 and Patrol Squadron 50. The Royal Australian Air Force and the British Royal Air Force also use the base.

Captain W. E. Premo, USN, who had commanded the Naval Air Facility at Iwakuni, became the first commanding officer of the air station.

YESTERDAY'S NAVY



In January 1840 Lieutenant Charles Wilkes, USN, Commander of America's first naval exploring expedition, reported Antarctica to be a continent. On 22 Jan 1944 joint forces landed at Anzio and established a beachhead in Italy. On 10-11 Jan 1863 a U.S. gunboat squadron with RADM David D. Porter, USN, in charge of the Mississippi Squadron, attacked and captured the Confederate fort of Arkansas Post. On 9 Jan 1945 U.S. forces entered Luzon via Lingayen Gulf. On 30 Jan 1862 Monitor was launched. On 6 Jan 1927 U.S. Marines sent to Nicaragua.

Routine Flight Breaks a Record

A 1900-mile non-stop flight in a plane whose normal range is approximately 800 miles has been recorded by a Navy ensign piloting an F2H-2 *Banshee* jet. The transcontinental hop was made between Los Alamitos, Calif., and Cecil Field, Fla., by Ensign Duane L. Varner of Fighter Squadron 34, at Cecil Field.

The 24-year-old pilot, just one year out of flight training, was on a routine weekend familiarization flight in the *Banshee*. When he started his return to Jacksonville, he had no plans for a non-stop flight, nor did he believe his fuel capacity would enable him to make the hop without refueling at Shreveport, La. Over Dallas, Tex., however, he requested a ground check on his speed and weather information. Informed that weather and prevailing winds were favorable he abandoned plans for refueling.

As he passed over Tallahassee at an altitude of 48,000 feet, Ensign Varner shut off one of his two engines and throttled back on the other, thereby conserving fuel and increasing his margin of safety. He landed with about 600 pounds of fuel remaining.

Believing that the flight may have set an unofficial transcontinental endurance record, Ensign Varner requested that his time be checked. He became airborne at Los Alamitos airport at 4:46 EST, and touched down at NAS Cecil Field just three hours and 58 minutes later—a record if national authorities uphold his claims.

Ensign Varner's cross country flight closely parallels the record-breaking flight of three Navy pilots last year. While that three-hour 44-minute dash from San Diego to Floyd Bennet Field, N. Y., was of record-breaking proportions, it was not established as official as authorities did not time the *Cougar* flight.

Rescue Coordination Center

Near Rota island out in the far Pacific the motor vessel SS *Malakai*, carrying five crew members, was without power or gas. The small merchantman's distress signals were picked up by the naval station on nearby Guam and forwarded to the Rescue Coordination Center operating out of NAS Agana, Guam.

Immediately RCC laid plans for a search and rescue mission—another of the SARs which avert many disasters in the vast two-million square mile Marianas-Pacific area.

If Your Ship Earned More Than One NUC

As anticipated, considerable discussion has been aroused by the statement in the November 1954 issue of ALL HANDS that *uss Pigeon* (ASR 6) is "the only surface vessel of the U. S. Navy to have been twice awarded the Presidential Unit Citation."

Many Navymen, eager to defend the prestige of their own ships, have claimed that they, also, were entitled to special mention.

uss Fanshaw Bay (CVE 70), for example, has been named as recipient of two PUCs. Navymen have reminded us of the proud records of numerous submarines, and still others have called our attention to the award of their ship of both the PUC and Navy Unit Commendation.

The fine record of Navy ships is, of course, always a matter of interest and of heated controversy. That's the way it should be. For the benefit of the men who have sailed and fought in these ships, we have asked Medals and Awards Division of BuPers to prepare a special list of those U. S. Navy vessels and units who have participated in awards of the PUC and/or NUC on more than one occasion.

It might be mentioned that crew members of *Fanshaw Bay* share with *Pigeon* the distinction of having received two PUCs; *Fanshaw Bay* having been cited once by name and having served as a member of a task unit which was awarded a PUC. However, to have been technically correct, ALL HANDS should have stated that *Pigeon* was the only surface vessel to have been cited *individually* by the award of two PUCs.

Here's the list of Navy ships and units which have, as of November 1954, received two Presidential Unit citations and/or Navy Unit Commendations. A PUC is awarded

for "outstanding performance in action;" an NUC is a unit citation junior to the PUC awarded to any ship, aircraft, detachment or other unit in the naval service which has "distinguished itself by outstanding heroism in action against the enemy but not sufficiently to justify award of the PUC," or to any similar unit which "has distinguished itself by extremely meritorious service not involving combat but in support of military operations and such as to render the unit outstanding compared to similar units rendering similar service." It should also be noted that participation in extended periods of duty or in a large number of combat missions does not in itself justify the award.

- **USS Fanshaw Bay** and attached air squadrons VC-68, VC-66, and VOC-2 received an individual PUC for participating in the Marianas, Western New Guinea, Leyte, Okinawa Gunto and Third Fleet Operations from 15 Jun 1944 to 27 Jul 1945. *Fanshaw Bay* was also a member of Task Unit 77.4.3 which participated in the award of the PUC "for extraordinary heroism in action against powerful units of the Japanese Fleet during the battle off Samar, Philippines, 25 Oct 1944." Personnel attached to the vessel during the actions specified are entitled to the Facsimile and Ribbon Bar of the PUC award.

- **USS Columbia** (CL 56) received a Navy Unit Commendation for its action 5-9 Jan 1945 during the battle of Lingayen Gulf, Luzon. She was a member of Cruiser Division 12 which was awarded an NUC for its action 1-2 Nov and 2 Nov 1943 at Empress Augusta Bay.

- **USS Enterprise** (CV 6) and Air Groups 6, 10, 20 and 90 received an NUC for their part in the Pacific campaign from 19 Nov 1943 to 14 May 1945. *Enterprise* also received

A P4Y patrol aircraft from the naval air station and the escort vessel *uss Whitehurst* (DE 634) from Apra Harbor were dispatched to help the stricken vessel.

Shortly, the plane sighted the crippled ship taking in water and with her decks already awash. A fix was given to *Whitehurst*, which arrived on the scene without delay

to remove the *Malakai's* crewmen.

Saving men and vessels at sea is only a small part of the Rescue Coordination Center's mission, however. Having taken over the SAR job from the Coast Guard in 1953, the Navy unit operates on the slogan that "no job is too large or too small," dispatching help for a lost islander; or, minutes later, dispatch-

UC, She's Listed Here

the PUC for action in the Pacific from 7 Dec 1941 to 15 Nov 1942.

- **USS Hopkins** (DMS 13) received two Navy Unit Commendations. The first was earned 6-7 Jan 1945 at Lingayen Gulf; the second, during the Solomon Islands campaign from 7 Aug 1942 to 4 Jun 1944.

- **USS Hovey** (DMS 11) received a Navy Unit Commendation for its Solomons Islands activities 7 Aug 1942-17 May 1944. As part of Task Unit 32.9.3, 12-15 Sep 1944 at Angaur, Peleliu and Kossol Passage, it participated in another NUC.

- **USS Pigeon** (ASR 6) received a Presidential Unit Citation for its action 10 Dec 1941, Philippine Islands; and received second PUC for outstanding services in Philippines during December 1941.

- **USS Barb** (SS 220) was awarded the Presidential Unit Citation for four war patrols—the 8th, 9th, 10th and 11th—in the Pacific from 21 May 1944 to 15 Feb 1945. It won the Navy Unit Commendation for its 12th war patrol in the Pacific from 8 Jan to 2 Aug 1945.

- **USS Bowfin** (SS 287) was individually cited for a PUC and an NUC. She was awarded the PUC for her second war patrol in the Pacific from 1 Nov to 9 Dec 1943; and received the NUC for her sixth war patrol in the Nansei Shoto area 16 Jul to 13 Sep 1944.

- **USS Guardfish** (SS 217) was one of two submarines to have received two PUCs. (uss *Tang* (SS 306) was the other.) *Guardfish* earned her first PUC during her first and second war patrols in the Pacific from 6 Aug to 28 Nov 1942. Her eighth war patrol, Pacific, from 14 Jun to 31 Jul 1944 won her the second PUC.

- **USS Seawolf** (SS 197) received two NUCs. Her first was awarded



OUTSTANDING HEROISM and performance in action add to the proud record of Navy ships and crews trained in gunnery perfection while at sea.

for her fourth war patrol, Pacific, from 15 Feb to 7 Mar 1942. Her second, for her seventh war patrol from 7 Oct to 1 Dec 1942 in the Davao Gulf, Palau and Yap areas, her 10th war patrol from 14 Aug to 15 Sep 1943 in the East China Sea, and her 12th war patrol from 22 Dec 1943 to 27 Jan 1944.

- **USS Sentry** (AM 299), **Scout** (AM 296) and **Scuffle** (AM 298) participated in an NUC as part of Task Unit 78.3.6 and also a PUC as members of Task Unit 78.2.9. The NUC award was earned during 14 to 18 Feb 1945 at Manila Bay. The PUC was awarded for the period from 15 Jun to 1 Jul 1945 at Balikpapan, Borneo and Netherlands East Indies.

- **USS Tang** (SS 306) shares with *Guardfish* the distinction of being one of only two submarines to have earned two individual citations for the PUC. *Tang's* first PUC was earned for her first, second and third war patrols, Pacific, from 22 Jan to 14 Jul 1944; her second PUC was received for her fourth and fifth war patrols, from 31 Jul to 3 Sep 1944 in

the Honshu area and from 27 Sep to 24 Oct 1944 in Formosa Strait.

- **USS Trigger** (SS 237) received an individual NUC and PUC. The NUC was awarded *Trigger* for her ninth war patrol in the Palau Islands area from 23 Mar to 20 May 1944. Her PUC covered her fifth, sixth and seventh war patrols, Pacific, from 30 May to 8 Dec 1943.

- **USS Grasp** (ARS 24) participated in an NUC awarded to Ship Salvage, Fire-Fighting Unit, 7th Fleet, 17 Oct 1944 to 10 Jun 1945 in the Philippine Islands area. Grasp was also awarded the NUC for service in Korea from 1 Feb to 15 Oct 1951.

- **USS YMS 46, 50, 53, 314, 315, 335, 336, 339 and 364** participated in an NUC awarded to Task Unit 78.3.6 for service at Manila Bay from 14 to 18 Feb 1945, and in a PUC as elements of Task Unit 78.2.9 at Balikpapan, Borneo and Netherlands East Indies from 15 Jun to 1 Jul 1945.

For the most recent list of US ships receiving an NUC for service in Korea, see page 56.

ing a plane for an emergency inter-island evacuation.

The vast area under RCC's eye extends from the Marianas and Bonin Island in the north, to Yap, Ulithi and the Palau islands in the southwest, and the Caroline Islands to the south and southeast—an area well over two million square miles. Difficult circumstances, arising from

the huge area to be covered, demand that RCC have every military facility at its disposal. Planes, surface craft, overland rescue squads and hospital facilities are available at a moment's notice.

Planes come from both the Operations Department and Early Warning Squadron Three (VW-3) at NAS, Guam, and from the 79th

Rescue Squadron at Andersen Air Force Base, Guam.

The Marine Barracks at the Naval Station furnishes a rugged overland rescue team, while Apra Harbor provides a crash boat and Service Division 51 offers the facilities of surface craft. Medical facilities are provided by Guam Naval Hospital.



SHIPS OF SAME CLASS transfer Sixth Fleet flag. After serving as Fleet flagship since May, *USS Salem* (CA 139) is relieved by *USS Des Moines* (CA 134).

YV 2 Is Drone Ship

USS YV 2, a little ship with a unique mission, is the newest floating addition to LantFleet's Air Force. Her job is to launch, direct and recover KD target drones—the small target aircraft used by the Fleet to keep antiaircraft gun crews in fighting trim.

Converted from an LSM, *YV 2* was commissioned to fill the need for a small, economical ship to provide drone service. A 10-man drone launching unit from Utility Squadron Six operates the drones, while the ship carries a regular complement of 40 men and four officers.

The stubby little vessel is equipped to handle every phase of drone operation—launching, directing, recovering and servicing. Designed

UNIQUE in mission and appearance, the Navy's *USS YV 2*, was converted from an LSM for operation of drones.



along carrier lines, her 200-foot length is mostly flight deck, with bridge to starboard and two drone launching catapults forward.

The only target aircraft catapult control and launching vessel in the Atlantic Fleet, *YV 2* has only one counterpart in the Navy—*uss YV 1*, assigned to the Pacific. Since hoisting her commission pennant, the midget carrier has been operating under the control of Commander Utility Wing, Atlantic Fleet.

Frogmen Take to the Air

The "Week End Traffic Blues" no longer bother the men of UDT Unit Two in Norfolk, Va. They decided that since they had trouble bucking the traffic they'd go over it when they head out on liberty. They've formed a flying club.

Prime aim of the club is to provide transportation for members going on camping trips, or to football games or distant homes which couldn't be reached by normal methods of transportation on week-ends.

The whole idea got its start a little over a year ago when one of the members of the unit bought his own plane. When he started making his week-end trips the other members of the unit began to get interested.

It wasn't long before four of the men in the unit had their own planes and 12 got either private or student flying licenses.

Soon, trips over the week-end to New York, Philadelphia, Miami and various other spots, became the rule rather than the exception. The long-

est hop on record by the group was a 900-mile jaunt to Madison, Wis.

The group figures that they are actually saving money as a result of their flying week-ends. Cost of maintenance and general upkeep is low on the small planes they use and they have it figured out that it costs less than three cents a mile to travel when four passengers share the expense.

—Dick Baier, JO3, USN, PhilLant.

Retraining Command Lends Aid

Men on duty at the U. S. Naval Retraining Command at New Castle, N. H., were commended by local citizen groups for the aid given during the series of hurricanes of last fall that created havoc in that section.

In commendatory letters to BuPers, residents of the area called particular attention to the fact that, through the efforts of the staff of the Retraining Command, roads rendered impassable were cleared so that power and light were restored in the minimum length of time, and "blow-downs" which endangered lives and property were removed to make rehabilitation possible. Retraining personnel were dispatched to all homes in the area with offers of assistance and assurance of all possible co-operation. They assisted in the evacuation of such places as were necessary and worked throughout the storms.

The letters further cited the administrative personnel at the Retraining Command for the way in which they took the lead in rendering aid, "in keeping with the high standards set for officers of the U. S. Naval service."

Take-off While Tied Up

Launching planes while moored to a wharf is not usual carrier practice, but *uss Hornet* (CVA 12) recently launched 23 *Skyraider* bombers while tied up alongside at Yokosuka, Japan.

Using the carrier's catapults, the eight-and-one-half ton planes were airborne after a 192-foot run from a dead standstill.

Though not new in naval carrier aviation, the unusual event brought a large group of civilian workers as well as naval base sailors to watch the catapulting. Foul weather had prevented launching the planes before *Hornet* entered the harbor.

The *Skyriders* were flown to the U.S. Naval Air Station, Atsugi, Japan, where the pilots underwent routine training.

Guided Missiles Go for Pogo

"Pogo," the Navy's first high-altitude target for guided missiles, has been announced by BuOrd.

The new target is a rocket-carried parachute which automatically zips open at high altitudes and floats slowly to earth. A metallic silver coating on the parachute silk reflects radar signals so that at high altitudes the parachute resembles an aircraft on the radar scopes.

The 'chute has a diameter of 20 feet and is packed into the nose of a small 13-and-one-half foot rocket which is fired to the desired altitude from a portable vertical launcher. When the proper height is reached a strong spring ejects the parachute. The rocket's 17-pound nose cone serves as a stabilizing weight for the 'chute's downward trip.

Aside from representing the first true physical simulation of a high-altitude target for guided missiles, the rocket-parachute technique is considered economical. For instance, "Pogo" floats to earth slowly enough to allow several guided missiles to be fired at it. Previously, according to BuOrd officials, the expense of providing high-altitude targets for guided missiles has been prohibitive.

Air Force's Man-of-the-Month

A Navyman has been selected by Air Force personnel at Kirtland Air Force Base, Albuquerque, N. Mex., as the outstanding "Airman of the Month." This is the first time the honor has been awarded to a Navyman.

Gordon S. Stevens, AM3, USN, a member of U.S. Naval Air Special Weapons Facility, at Kirtland, received the award from the Commanding General of the Air Force Base.

In addition to the certificate naming him "Airman of the Month" Stevens received several gifts from local merchants, appeared on television shows and was guest of honor at a Chamber of Commerce luncheon in Albuquerque.

Kodiak Ski Patrol

If you've seen television lately, you've heard of Space Cadets, Rocket Rangers and The Space Patrol. But Navy men at the Kodiak Naval Station are having none of that. Some of the sailors up north are in training to join the "Kodiak Ski Patrol."

Beginning its second year of operation, the Kodiak Ski Patrol is an af-

83-Year-Old Japanese Dons U.S. Navy Uniform Again

Ham and eggs, toast and coffee, American cigarettes—these are such familiar items most Navy men would never think of them as reminders of his career. Recently, however, Iwakuni Naval Air Station, in southern Honshu, Japan, was visited by such a man.

He was 83-year-old Sasaki Torajiro, Japanese resident, naturalized U. S. citizen and retired 30-year Navyman. Sasaki had received a letter from BuPers informing him that he was eligible for improved retirement payments, and he wanted some additional information. A "bull" session, plus the records he brought along, revealed the following story.

In 1895 Sasaki, who was then 24, left his young bride on Honshu and headed for America to seek his fortune. He settled in Philadelphia and, after five years at various jobs, signed up with the U. S. Navy.

He served on board the old Navy transports *uss Buffalo* and *uss Scorpion*, the gunboat *uss Dubuque* and a coaling ship, *uss Abarenda*. He saw service in the Philippine campaigns between 1900 and 1903 and throughout World War I, with stretches of shore duty at Boston and Norfolk.

For eight years Sasaki served as receiving steward for the Commandant of the Philadelphia Naval Home. His wife journeyed to the U. S. in 1918 and remained for five years, living in the vicinity of Philadelphia while Sasaki was on duty at the Home. Meanwhile, in 1919 the Japan-born Navyman became a naturalized American citizen.

In 1930 he retired from active duty and returned to his birthplace.

Sasaki retained his citizenship papers throughout World War II, although he was living in Japan. During the war his retirement pay was suspended, but when peace



RETIRED 30-year Navyman, Sasaki Torajiro, puts on his uniform again to take part in a personal inspection.

came the U. S. government forwarded the full amount due him.

Despite the conflict between his homeland and his adopted country, Sasaki never forgot his days in the U. S. and in the Navy. Today he and his wife live in the small town of Ogata, near Iwakuni, where they can make full use of post exchange and commissary privileges to buy the "Stateside" items they like so well.

Recently, the commanding officer of the station invited Sasaki to assist him in making a personnel inspection. Thinking that the retired sailor might be embarrassed wearing his old uniform after so many years, the skipper asked him if he would prefer civilian clothes for the occasion.

Sasaki replied, "Captain, I'd like nothing better than to wear my uniform."

filiate member club of the National Ski Patrol System. This system teaches safe skiing methods and training in methods of administering "winter" first aid treatment. It also aids the military in training for winter rescue work and survival aid in a possible civilian disaster.

Ensign J. C. Holiber, USN, a member of the National Ski Patrol, conducted classes in first aid for 16 Navy men aspiring to join the Kodiak

club. Besides Holiber, Commander Percy H. Bliss, CEC, USN, and four other members of last year's Kodiak Ski Patrol will aid in further training the new members.

Other training received by new club members includes: winter mountaineering principles, cold weather survival, use of map and compass, and avalanche precautions. Incidentally, the men also receive plenty of training in the use of skis.



NAVIGATION personnel at VR-3 compensate magnetic compasses on squadron's aircraft every 100 hours as part of their round-the-clock service to airmen.

The Food Is Too Good

Ships of the Pacific MSTs Fleet came up with a strange problem recently. Passengers started complaining about the food, it was too good. As a result inches were being added to various waist lines during trips to and from the Far East.

Since the passengers were getting fat and sassy it was apparent that something had to be done. Some of the top thinkers soon came up with a solution and now the menus aboard various MSTs ships look like a problem in arithmetic.

At the top of each menu is a little note advising passengers of the ideal caloric intake per day. Behind each dish the number of calories in one serving is given.

Now it is strictly up to each passenger. He can take his choice; eat and grow fat, or watch his diet and retain that school-day figure.

Nine Out of Ten Go Navy

The ninth son of a family of ten boys has carried on a family tradition by joining the U. S. Navy.

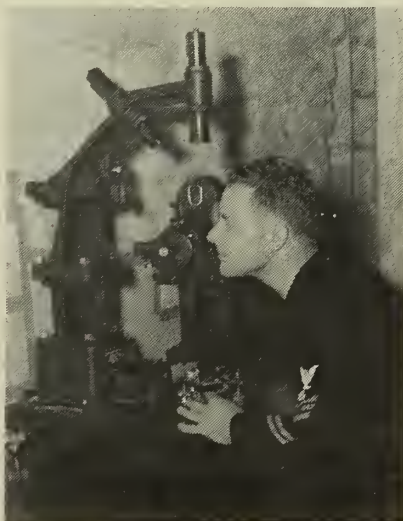
William B. Schneider, SR, usn, of Company 233 at USNTC, Great Lakes, Ill., has followed his eight brothers into the naval service.

Four other Schneiders are still on active duty: John D. is a BM1 on board *uss Furse* (DDR 882); Franklin E. is a BM2 on board *uss Bordelon* (DDR 881); Richard and Ernst are both stationed at Great Lakes.

The remaining four brothers have already served an enlistment in the Navy and are now discharged.

Bill, the most recent of the Schneiders to enter the Navy, is a bit of a nonconformist in that he plans to strike for patternmaker instead of boatswain's mate, which seems to be the family tradition.

There's still one brother left at home—Walter, age 16. By the looks of things, Walt will probably be a Navyman too—he feels that if his nine brothers can agree on it then the Navy must be a "pretty good outfit."



QUARTERMASTER A. L. Grover makes periodic adjustments on VR-3 sextants with collimator at Moffett Field.

VR-3 Knows Its Sky Road Maps

From Alaska to Africa to Afghanistan—that's the range of the charts and publications in the navigation office of Navy Air Transport Squadron Three, at NAS Moffett Field, Calif.

It's the job of this navigation office—and all other similar offices in the Navy—to keep pilots supplied with every bit of information available and to aid in keeping the efficiency of the squadron on a high level for air operations.

The VR-3 navigation office, for example, maintains a world coverage in charts and navigational publications. On short notice, that office can supply a navigator and co-pilot with navigation kits for flights to any part of the globe.

Charts and publications are placed in the navigator's kit to cover his route and destination. A checkoff list is provided to ensure the exact contents of the kit before the flight's departure.

Most of the navigation charts and publications are obtained by VR-3 from the Navy Hydrographic Office. Some U. S. Air Force charts and publications are also used.

When charts arrive at VR-3 they are logged as to type, number, amount and source of shipment. Then the charts are stowed in specially marked cabinets to eliminate confusion in their use.

In addition to new charts, the VR-3 navigation office has to make constant revisions to charts already in use. Revisions for over 500 publications are the average received each week. Also, 12,000 charts are inventoried twice a month to make sure of their current value.

One set of up-to-date navigation publications must be maintained for each aircraft in the squadron. Also, all current charts must be posted and ready for issue in the squadron briefing room.

Another, but just as important job of the navigation office is the upkeep of navigational instruments. The magnetic compass in each aircraft is compensated every 100 hours. A daily comparison is made of the squadron's 39 chronometers to determine the rate of gain or loss.

The squadron navigation office, which maintains a 24-hour watch, is staffed by two officers and nine enlisted men. Regardless of the time of day or where you're going, the VR-3 navigation office is ready and able to serve you.



NAVYMEN SAIL replicas of Ark (left) and Dove (right) that brought first settlers to shores of Maryland in 1634.

This Is How It Was Back in 17th Century

THIS COULD BE the seventeenth century and you could be one of the sailors of the *Ark* or *Dove* looking at your ship that has just crossed the Atlantic to bring the first settlers to the state of Maryland.

That was the feeling created by these replicas of historic ships as they participated in a Tercentenary celebration of Maryland's Calvert County.

Manned by volunteer Navy crews from Naval Ordnance Laboratory at Solomons, Md., *Ark* and *Dove* sailed in Solomons Harbor, the Patuxent River, and nearby waters. The reconstruction of the ships and their voyage was under the supervision of LCDR Carl von Zielinski, USNR (Ret.). The crew consisted of LT J. F. Salisbury, USN, R. T. Farley, BMC, USN, R. O. Davis, ENC, USN, O. R. Hildalgo, BM1, USN, J. W. Pearson, BM2, USN, and J. F. Kelly, SN, USN.

Dove is brig-rigged, having two masts both with square sails. *Ark* is a three-masted barque, which in ad-

dition to the square sails also carries a topmast spritsail over the regular spritsail.

This little sail is hoisted on a "mast" erected at the tip of the bowsprit. The Navymen found the topmast sprit to be effective in tacking but difficult to manage, and requiring much gear. That's probably why this sail was discarded and replaced by jibs over 200 years ago.

The spirit of the early naval traditions was intensified when the Navymen traded their present day uniform for that of the 15th Century sailor complete with plumed hats, knee length pants, boots, and cape.

The model ships handled easily under sail and it did not take the modern sailors of the Solomons base long to solve the old-fashioned problem of which line to pull when.

ARK'S CREW stand by moored barque dressed in 17th Century sailors' garb.



More Champs in New Navy Sports Program

THE NAVY SPORTS PROGRAM has undergone a big change, with more emphasis being placed on the intramural level of sports. However, competition and interest should remain as high as before in the All-Navy and Inter-Service levels of eliminations.

Besides the changes to the All-Navy Championships, the All-Navy Eastern and All-Navy Western Championships have been established. The scope of a competition has been increased so that it will reflect greater efficiency and a higher standard of physical fitness of more Navymen.

Let's take a close look at BuPers Inst. 1710.1B which contains the basic policy for the Navy Sports Program and enclosures governing the conduct of the eliminations at the different levels.

Inter-Service Sports

The biggest change to the Inter-Service Program is that only *boxing* remains from last year's schedule. Added to the 1955 agenda, however, are competitions in *tennis*, *golf*, *bowling* and *triathlon*. In golf and tennis, there will be Open and Senior Divisions. The Senior Division in golf is limited to those over 45 years of age, and in tennis the limit is to those over 40 years of age. Seniors may compete in the Open Division if

they desire, but they may participate in only one division.

Eligibility rules for the various service teams remain the same as last year.

- **Boxing** rules and team sizes are unchanged. The same rules that govern play in the Inter-Service will prevail in the All-Navy.

- **Bowling** will be held according to the American Bowling Congress rules. The Navy's team in the Inter-Service will be composed of the top six bowlers in the All-Navy finals. The Inter-Service team champion will be determined by the accumulated team score of the high five members of each service. This team total will include the singles, doubles and team event.

- **Golf** will be played according to the rules of the U.S. Golf Association. The Navy team in the Inter-Service will be composed of five members selected from the lowest scorers in the All-Navy finals Open Division and three lowest scorers in the Senior Division. The Inter-Service team champion will be determined by 72 holes of medal play in the Open Division and 54 holes of medal play in the Senior Division. The total of the four lowest individual scores will serve as the team total. However, the scores in the

Senior Division will not be considered in team championship totals.

- **Tennis** — Lawn tennis rules as published by the U.S. Lawn Tennis Association, will govern the Inter-Service Tennis Championships. The Navy will have its top six players in the I-S. These men will go to make up four singles contestants and two doubles teams. The Senior Division will consist of two singles competitors and two doubles teams with a maximum of four contestants. Points scored in the Senior Division will not be considered in the tabulating of the score for the I-S Championship.

Each singles contestant or doubles team winning a match will be awarded one point, except that the winners of the final match in singles and doubles competition will be awarded two points. The team with the highest point total will be declared Inter-Service Champion.

- **Triathlon** — Rules for the Triathlon, which was run last year in the Inter-Service, will be the same. The Triathlon is in the Inter-Service primarily because of its excellent training for the World Modern Pentathlon, a yearly world-wide event for military personnel.

All-Navy

There is no change in the All-Navy *boxing* program. *Bowling*, *golf*, and *tennis* have been substituted in the All-Navy sports program for baseball, basketball, and track and field.

Boxing teams in the All-Navy will consist of 10 weights. The Navy team size in the Inter-Service will be 12 boxers, including 10 weights plus two alternates. In bowling, each command may enter a maximum of five contestants in the All-Navy eliminations. All-Navy bowling events will consist of high singles (three games) and high set of five games.

In golf, each command may enter four contestants in the All-Navy Open Division eliminations and two in the Senior Division. Eliminations will consist of 72 holes of medal play in the Open Division and 54 holes of medal play in the Senior Division.

Each command may enter two singles players, one doubles team and one alternate in the Open Division of the All-Navy tennis eliminations. In the Senior Division two singles



ATHLETIC CREW of USS Kearsarge (CVA 33) represent the various sports in which they took part in 12ND competition. They finished near top in all fields.

players and one doubles team are the limit.

All-Navy Eastern and Western

The big thing in Navy sports this year will be the All-Navy Eastern and All-Navy Western Championships. These two "sectional" All-Navy championships have been established to reach more Navymen, both as participants and spectators.

The establishment of these two championships is not intended to hamper or prohibit a varsity-type program. Actually, these two sectional All-Navy championships will determine the Navy (Eastern and Western) intermural champions.

Under this new set-up, more opportunities for competition will be offered to more individuals. This will be especially true of the individual sports.

Let's take the case of Tom Tenpins, YN3, USN, a top-notch bowler on the escort destroyer USS *Topsail*. There isn't too much interest in bowling aboard *Topsail*, and although Tenpins sports a 215 average, his ship has no bowling team. Under the old sports program, he'd have been out of luck, unless he had been selected for the DesLant bowling team.

Under the new Navy Sports Program, however, here's the way he'll enter competition. If his ship doesn't form a bowling team, Tenpins may enter competition as an individual representing his ship. Since USS *Topsail* is attached to Newport, R. I., Tenpins will enter competition in the First Naval District.

If Tenpins is among the top bowlers in the 1st N.D., he will then compete against bowlers from Com-Three and Com-Four, including adjacent fleet units, for the bowling championship of the Northeastern Conference. But we're getting a little ahead of ourselves since we haven't discussed the different conferences.

Let's backtrack a bit and see what activities will be included in these two All-Navy championships and the paths of elimination.

Sports that will be included in this program are *boxing, wrestling, baseball, tennis, golf, track and field, swimming, bowling, softball, touch football, volleyball* and *basketball*.

Every Navy command has been invited to participate. Here's the breakdown of athletic conferences:

Eastern

• *Northeastern Conference*—Com-One, Com-Three, Com-Four, includ-

ing adjacent fleet units.

• *Central Conference*—Com-Five, Com-Nine, PRNC, SRNC, including adjacent fleet units.

• *Southeastern Conference*—Com-Six, Com-Eight, Com-Ten, Com-Fifteen, including adjacent fleet units.

• *Atlantic Fleet Conference*—All Atlantic Fleet units.

Western

• *Far Eastern Conference*—Com-NavFE, Com-NavPhil, Com-NavMarianas, including adjacent fleet units.

• *Hawaiian Conference*—Com-Fourteen, including adjacent fleet units.

• *Northwestern Conference*—Com-Twelve, Com-Thirteen, Com-Seventeen, including adjacent fleet units.

• *Southern California Conference*—Com-Eleven, and adjacent fleet units.

Coast Guard units, Naval Air Training activities, Reserve Fleets, and all other naval activities will compete in their own naval districts. Units of the inactive fleet berthed at naval stations will participate in their respective naval districts. It is important to note, however, that



BOXING remains the same while new games are added to this year's interservice sports card.

teams or individuals may not compete in more than one Conference in a sport.

Special Services Conferences were held at Norfolk, Va., and San Francisco, Calif., to iron out details of the program.

In the Eastern All-Navy Championships, the winners of the four

Here is the schedule for dates and sites for the 1955 All-Navy Sports Championships and the dates for the All-Navy Eastern and All-Navy Western Sports championships:

ALL-NAVY CHAMPIONSHIPS				
	Bowling	Boxing	Tennis	Golf
Quarter-finals:	Week of 28 February	Week of 21 March	Week of 11 July	Week of 18 July
(Note: Sites for quarter-finals in each sport will be as follows: Eastern Naval Districts Group—Com-Five; Atlantic Fleet Group—CinCLantFlt; Western Naval District Group—Com-Eleven; Pacific Fleet Group—Com-Fourteen.)				
Semi-finals:	14 March Com-Eleven Com-Five	28 March Com-Eleven Com-Five	25 July Com-Twelve Com-One	25 July Com-Eleven PRNC
Finals:	21-23 March Com-Nine	13-15 April Com-Twelve	8-12 August Com-One	1-5 August PRNC
Inter-Service:	28-30 March Com-Nine—Navy	20-22 April Army	22-27 August Marine Corps	8-12 August Air Force

(The Inter-Service Triathlon will be conducted by the Army on 29-30 June. The first three place winners in this event at the All-Navy Eastern and All-Navy Western track and field championships will be eligible to compete.)

ALL-NAVY EASTERN AND ALL-NAVY WESTERN

Sport	Participants	Finals
Bowling	Both	14 March
Basketball	Eastern only	21 March
Boxing	Both	28 March
Wrestling	Eastern only	4 April
Volleyball	Eastern only	30 May
Track and Field	Eastern only	22-23 June
Tennis	Both	25 July
Golf	Both	25 July
Swimming	Eastern only	25 July
Baseball	Eastern only	29 August
Softball	Eastern only	5 September
Touch Football	Eastern only	12 December

SIDELINE STRATEGY

"I HAD A 'BIG ONE' but it got away"—That's the age-old alibi for fishermen who come home empty handed. But Richard Johnson, CSC, USN, of the Kodiak, Alaska, Naval Station, wasn't kidding when he told of his "big one that got away."

In fact, seven days and a lot of perseverance later, he came up with actual proof of his story. Seems Chief Johnson was fishing in Old Women's Bay, near the Kodiak Naval Station, one Saturday morning. He hooked into a big fish but in the ensuing battle, the chief lost not only the fish but his fishing rig.

Knowing that the big one was in the bay, Johnson persisted in his attempts to land it. For the next six days, his opponent played hide-and-seek with Johnson—at the expense of four more fishing rigs.

Finally, at 0500 on the following Friday, Johnson's luck took a turn for the better. He buried his hook deep into his long-awaited prize. Battling the huge fish for an hour and a half, Johnson finally landed it—a 175-pound halibut.

Upon close examination of the fish, Chief Johnson discovered that this was "the big one that had got away." Hanging from the halibut's mouth was the gear which Johnson had lost the previous Saturday. Some of those stories you hear aren't so "fishy" after all.

Just to prove that more

than luck was involved in his catching the big halibut, Johnson went out the following week and landed another giant, this one tipping the scales at a "mere" 125 pounds.

★ ★ ★

Talk about tough luck, and Frank Milligan of the NAS Atsugi, Japan, golf team can give you a pretty good story. Frank was playing in the All-Far East Navy golf tourney and was in the thick of the battle for medalist honors.

He was playing his usual steady game—that is, until he came up to the par four 18th hole. Even if he did "blow up" and get a bogie or double bogie, Frank figured he'd still have a chance.

No such luck for Frank. Thirteen strokes (and probably many words) later, Frank had finally put that obnoxious little ball into the cup. Although he'd lost any chance of individual honors, Frank wasn't too sad. His team won the championship.

★ ★ ★

NTC Bainbridge is this year's "Boot Bowl" champion since they defeated the NTC Great Lakes football team 26-14 in the annual classic. This football series began three years ago and Bainbridge now holds a slim 2-1 edge.

Prize for winning this annual game is a trophy consisting of a bronzed set of boots and leggings, symbolic of the mission of both stations.

—Rudy C. Garcia, JO1, USN.

conferences will meet at a central location to determine the winner. This will eliminate the semi-final bracket.

In the All-Navy Western, it has been agreed that for the present, only the four sports on the Inter-Service level will be sponsored. It was also agreed that ComNavFE host boxing on 14 March; ComFourteen host golf on 11 July; ConNavMariannas host tennis on 11 July; and ComFourteen host bowling on 28 July.

All of the dates mentioned in the sports program are suggested dates. Because of military obligations, host commands may find it necessary to schedule competition on other dates, so long as such changes are consistent with the over-all program. Host commands will furnish details of changes to participants. The size of teams and the rules by which the games will be played are included in Enclosure (2) of BuPers Inst. 1710.1B.

Sports Awards

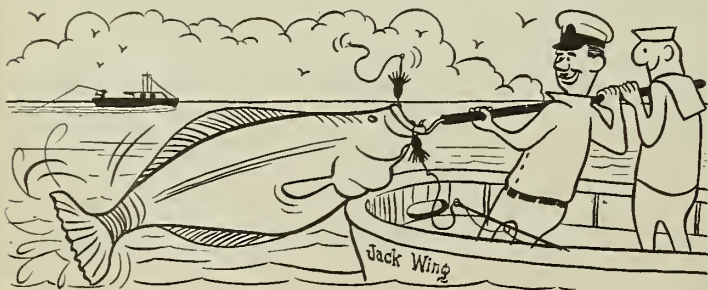
In team sports, individual trophies, furnished by BuPers, will be awarded to members of winner and runner-up teams in *baseball, basketball, softball, volleyball* and *touch football*. A plaque will be awarded to the winner and runner-up.

Boxing trophies will go to winners and runners-up in each of the 10 weight divisions. In *bowling*, trophies will be awarded to the first, second and third place winners in each event.

Awards in *golf* will be trophies, given to the three lowest scorers and to the two lowest scorers in the Senior Division. In *tennis*, individual trophies will be awarded to the winner and runner-up in the singles matches and to the winners of the doubles event. In the Senior Division in tennis, trophies will be awarded to the winner and runner-up in the singles matches and to the winners of the doubles matches.

Individual trophies will be awarded in *wrestling* to the winners and runners-up in each of the eight weight divisions. *Swimming* and *track and field*, are the same, as far as trophies are concerned. In each of these two sports, individual awards will be given to the first, second and third place winners in each event, except that members of the winning relay teams only will receive awards.

Complete details on the new Navy Sports Program are contained in BuPers Inst. 1710.1B, 27 Oct 1954.



THE BULLETIN BOARD

New Deck Log is Streamlined But Will Keep Salty Flavor of Old

OFFICERS OF THE DECK, quartermasters of the watch and yeomen in the Ship's Office will be among those to benefit from a forthcoming major change in the Ship's Deck Log.

The revision, which is expected to become effective within the next few months, is the first change of any consequence in the familiar log book since 1942.

The new format is the result of a thorough study on the part of the records experts in BuPers who worked closely with hydrographic and aerographic specialists in the Office of the Chief of Naval Operations and with legal specialists in the Office of the Judge Advocate General.

In addition to the well-informed help from these sources, numerous suggestions submitted over a period of years from units of the Fleet were considered and the great majority were adopted.

Of its new log, the Director of the Officer and Miscellaneous Records Division of BuPers says, "We feel that we have here something that will satisfy the basic legal, factual and historical requirements of the log and at the same time bring about considerable savings in manpower, money and material. In fact, it will be a substantially improved log, modern in every sense, yet will preserve the nautical and salty flavor of the old one."

Translated to cold figures, the new log will reduce—

- Typing by 50 per cent.
- Stowage space required by 40 per cent.
- Paper by 40 per cent.
- Over-all cost by 20 per cent.

Instead of the well-known black log cover, the leading bridge gang quartermaster will now be handed a single light-blue, loose-leaf binder in which everything is arranged for handy use—even on a dark night. Thus, the familiar requirement for an odd day and even day log has been eliminated.

Opening the new log, "Wheels" will find on the left-hand side com-

plete *Instructions* on how to use it, instructions which include the usual extracts from *Navy Regulations* and *BuPers Manual* (both of which have been revised and will be issued in the near future) and extracts from the *Manual for Courts-Martial*, complete instructions on how to keep the Weather Observation Sheet and the Remarks sheet. Yes, the instructions can be changed as easily as putting a piece of paper in a loose-leaf notebook. In addition, a new set of illustrations of typical cloud formations and their descriptions, adapted from a recent ALL HANDS centerspread, has been included. For the first time, a comprehensive set of sample entries have also been included in the log for guidance in writing the remarks for a watch.

Facing the Instructions side you will find the *Weather Observation Sheet*. Here numerous changes are apparent, many of them the reflection of accumulated years of practical experience at sea. One of the more significant innovations is its assembly. Picture if you will, two Weather Observation Sheets with a tear-off stub and a one-time carbon between.

Important Changes

Here are some of the more important changes you'll find on the new weather sheet.

- Errors of compasses have been eliminated from the log since they are recorded in the Magnetic Com-

pass Record at least twice each hour in greater detail. As to disposition of the engineering plant and changes thereto, fuel and water are recorded in the engineering log along with other related engineering information, so such entries have also been eliminated. Of course, these changes in no way relieve the OOD of his responsibility to know the condition of the engineering plant nor do they affect, in any way, the preciseness or detail required of the quartermaster's notebook which shall continue to show in great detail all the happenings of the watch.

- The separate section for listing of "General Drills and Exercises" has been dropped, this information to be included under routine remarks.

- A complete table of "Synoptic Observations" has been included for a limited number of specified ships which are responsible for originating periodic aerological reports.

"Wheels" turns next to the Remarks page. Here he will notice that the OOD can now write on both sides of this sheet since the Weather Observations are no longer printed on the reverse side.

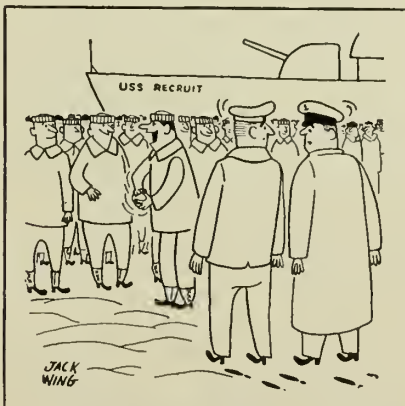
Finally, in an inside pocket in the log's back cover is additional space for stowing forms.

The yeoman, incidentally, also gets a break with the new edition. He now has to type up but one copy of the Remarks sheet, which is sent to BuPers as before. No carbon is required as previously—officials decided that keeping the original Rough Log aboard ship was sufficient record. Also, no retyping of the Weather Observations Sheet is required. The original will be sent to BuPers and the carbon retained aboard just as it comes off the bridge—QMs of the watch take note!

Small ships and district craft will continue to submit the abbreviated log (NavPers 132), a revision of which is soon to be undertaken.

Other items of interest that have been changed:

- All courses and bearings will be interpreted as "degrees True" unless otherwise designated. This will



"Let's have a snowball fight... recruits against petty officers..."

do away with the long spurts of compass and gyro headings the OOD had to write down on the Remarks sheet each time his vessel changed course.

• The new log incorporates the recent change to *Navy Regs* wherein only officers reporting on board for duty or being detached need be logged. Enlisted reportings or transfers are now accounted for through the Personnel Accounting Machine Installations (PAMI). Result: OODs and quartermasters-of-the-watch will not get writer's cramp writing down the name and data on each EM coming up the brow with a sea bag.

While the Supply Officer will still inspect non-Navy foodstuffs "as to quantity" and the Medical Officer "as to quality," it is no longer necessary to make such entries in the log as the entry on Supply Department vouchers and in Medical Department logs is sufficient.

Finally, the new log has been designed with a hard-back cover that BuPers says is the closest it can come to making it "coffee proof." Joe mugs set on the old-type soft cover usually left a big "Navy seal" right in the wrong place!



"Now mate, we didn't secure for inventory that long."

USS Boxer Has an Open Fist —And a Soft Heart

More than \$5000 has flowed from the pockets of the crewmen on the aircraft carrier *uss Boxer* (CVA 21). And they haven't minded the loss one bit. That's because they realize the good work their donated funds are doing.

In March 1954, when *Boxer* left the States for her sixth tour of duty

in the Far East, the crew appointed a "Charity Committee." The mission of this group was to build up a fund to be donated, as the crew directed, to charitable institutions. Here are the results:

The Navy Relief Society felt the first impact from *Boxer's* crew in the form of a \$1500 check sent to the National Headquarters. Next came the First Marine Division's program of relief to Korean War Orphans.

The *Boxer*-men donated \$500 worth of clothing materials purchased in Hong Kong.

When the huge carrier returned Stateside, the enthusiastic homecoming ceremonies were highlighted by a donation to the San Diego United Success Drive. *Boxer's* commanding officer handed this combined charity agency a \$1400 check from the men of *Boxer* and Air Group 12.

But *Boxer* wasn't through by a long shot. Arriving in San Francisco for a period in the shipyard, the *Boxer* Charity Fund turned over a \$1400 check, this time to the East Bay Area United Crusade Drive. This was followed by a second check for \$1200 to the same charity.

The Deck Log Is an Important Record of Your Ship

The Deck Log holds a unique position as one of the most important records kept by the Navy.

It is the "daily diary" of the ship's internal and external actions and as such is often consulted years after the event or even years after the ship has passed from existence.

Navy Regs puts it this way: "The Deck Log shall be a complete daily record, by watches, in which shall be described every circumstance and occurrence of importance or interest which concerns the crew and the operation and safety of the ship, or which may be of historical value . . ."

Here are some important uses to which the Deck Log may be put:

- It often plays a decisive role in courts-martial, bearing out the contentions of the innocent or proving the guilt of the accused.

- It is probably the most important document in an admiralty case, as in the collision of vessels.

- It is often the source which will substantiate or refute a claim made against the Navy, for exam-

ple for an injury suffered or disease contracted.

- It is used to support claims made to the Veterans Administration concerning benefits earned.

- It is a prime source of aerological and hydrographic data.

- It is frequently used for battle and tactical evaluations.

- It is used to prepare the popular ship's histories, and for historical research in general.

Because of these important uses, logs must be carefully written in the first place and then carefully preserved. Logs covering recent periods are kept safely filed away in the Bureau of Naval Personnel; older ones are transferred to the custody of the National Archives where they are kept open for inspection by authorized persons.

Because they must be on tap for reference at any time, logs are never released from custody.

For example, a log played an important part in establishing certain facts in the Book Supplement carried in the November issue of *ALL*

HANDS, "Seaman Recruit: 1844."

In doing research for this story of the young man who joined the Navy of a century ago, *ALL HANDS* found that the author mentioned his ship only as "C—," his commander only as "Commodore B—" and the year in which he set sail only as "18—."

Naturally, these omissions knocked holes in an otherwise seaworthy yarn. The problem of filling in the holes was turned over to the magazine's research staff which in turn referred to the ship's logs, logs that remained intact after more than a hundred years.

By tracing the author's name, the name of the ship was discovered to be the ship-of-the-line "*Columbus*" of 74 guns, the commander "Commodore James Biddle" and the year "1844." Even the author's name was found duly listed in the roster for the cruise described.

Thus, thanks to a musty log, *ALL HANDS* was able to fill in the gaps and print a colorful and complete story.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 57—Announces the convening of selection boards to consider staff corps officers of the Regular Navy and Naval Reserve on active duty for temporary promotion to lieutenant commander.

No. 58—Announces that, due to production difficulties affecting delivery of influenza vaccine, previous deadline may be disregarded.

NavActs

No. 3—Authorizes an increase in allowance of milk and dairy products.

BuPers Instruction

No. 1210.4A—Revises and consolidates previously existing directives concerning the use and definition of billet and officer designator codes.

BuPers Notices

No. 1085 (12 Nov 1954)—Cancels an instruction (BuPers Inst. 1085.4) and joint letter concerning the verification of officers' and enlisted pay records, health records, and service records.

No. 1111 (29 Oct 1954)—Announces the annual nationwide competitive examination for appointment to cadetship in the U. S. Coast Guard.

No. 1210 (22 Nov 1954)—Announces change of designator code of officers in categories eliminated by BuPers Inst. 1210.4A.

No. 1221 (8 Nov 1954)—Announces in advance to Change No. 4 to *Manual of Navy Enlisted Classifications*, NavPers 15105 (Revised), instructions for deleting, assigning, or modifying certain special program codes.

No. 1400 (4 Nov 1954)—Announces the 1 Apr 1953 Naval Reserve Register number of the junior officers eligible for consideration for

HOW DID IT START

Navy Chaplains

Chaplains have been riding the oceans for many years. For example, as far back as 1579 there is a record of a chaplain being aboard one of Sir Francis Drake's ships that sailed around the world—and chaplains on ships date back to even earlier days. The Chaplain was Francis Fletcher, a clergyman of the Church of England, and he conducted services in what became known as America.

In American naval history Chaplains have played an important part since the earliest days of the Navy. Provisions were made to have them on board the first two naval vessels built under the authority of the American Continental Congress. The second article of Navy Regulations, as written in 1775, stated that, "The commanders of the ships of the 13 United Colonies are to take care that Divine services be performed twice a day on board and a sermon be preached on board on Sundays."

In those days the chaplains had many other duties as well as looking out for the spiritual side of a sailor's life. Some served as school teachers to midshipmen and others, while many chaplains served as secretary to the ship's captain. In one



case a chaplain also served as a Navy medical officer.

Proof of the esteem that the chaplains were held in during those early days came in 1794 when a rebuilding program got underway. A chaplain was to be provided for each new ship but the big news was the increase in pay. From the large sum of \$20, chaplains' pay was raised to the magnificent sum of \$40.

promotion, and the tentative convening dates for fiscal year 1955 Naval Reserve officer selection boards.

No. 1440 (3 Nov 1954)—Announces changes in rating resulting from changes in the enlisted rating structure affecting Naval Reservists and Fleet Reservists on active duty in the ratings of Boatswain's Mate K, Torpedoman's Mate S, Personnel Man W, and Damage Controlman P.

No. 1560 (5 Nov 1954)—Announces certain changes in BuPers Inst 1560.1, made necessary by provisions of the current Department of Defense Appropriation Act and by other developments.

No. 1650 (1 Nov 1954)—Promulgates the names of ships and units which were recently awarded the Navy Unit Commendation by the Secretary of the Navy.

No. 1710 (4 Nov 1954)—Establishes dates and sites for the 1955 All-Navy Sports Championships, and dates for the All-Navy Eastern and the All-Navy Western Sports Championships.

No. 1750 (19 Nov 1954)—Prescribes the criteria for the accumula-

tion and submission of certain information regarding dependents of naval personnel on active duty.

No. 5211 (19 Oct 1954)—Changes classification of NavPers Form 576 to "Confidential."

Third Dental Research Lab Opens

The third in a group of three dental research laboratories for naval personnel has been completed and is now in operation at the U. S. Naval Training Center, Bainbridge, Md.

Formed to conduct field studies in dental diseases, the new research laboratory was built on experience and knowledge gained at similar centers at Bethesda, Md., and Great Lakes, Ill.

The laboratory is supplied with the latest modern equipment of biochemical and bacteriological instruments. These include special sterilizers and microscopes, incubators, a "pH" meter for measuring degree of acidity or alkalinity present in solutions, and precision photo-electric equipment.

Regular Navy Officers' Retirement Roundup is Sent to Fleet

A BREAKDOWN of general provisions governing non-disability retirement of permanent officers, temporary officers and warrant officers of the Regular Navy, with more than 20 years' service, has been sent to the Fleet, along with general information on other officer retirements, in BuPers Inst. 1801.2A.

As a general rule, a permanently commissioned officer or a warrant officer, either permanent or temporary, with more than 20 but less than 30 years' active service may be retired upon his own request if he:

- Has twice failed of selection for promotion.

- Is within two years of mandatory retirement.

- Has limited usefulness because of being manifestly overage in grade, has poor health, or because continued service is not, due to conditions beyond his control, clearly consistent with the interests of national security.

- Faces personal hardship where retirement would definitely alleviate urgent personal problems involving serious permanent illness of a wife or child, or would actually prevent a positive reduction in financial status.

In addition, consideration will also be given to requests by officers who do not fall into any of the above categories, and such requests may be approved under circumstances that are clearly not contrary to the best interests of the service.

All requests for retirement should be submitted three months in advance of the desired date of retirement and should read as follows: "Having completed years' active service, it is requested that I be transferred to the retired list of the Navy, effective"

Voluntary retirements are invariably effective on the first day of a calendar month; however at the present time an effective date later than that requested may often be specified, in order to provide ample time for orderly relief, or in some cases, completion of current or ordered tour of duty.

Any officer who has been specially commended by the head of the Executive Department for performance of duty in actual combat for an act or service performed prior to 1 Jan

1947 will, when retired, be placed on the retired list in the next higher grade than that in which serving at the time of retirement. This combat advancement, subject to approval by SecNav, is honorary and carries with it no increase in retired pay.

Following is a complete rundown on the entire retirement program for commissioned and warrant officers. It describes the requirements needed to retire under the particular category, the pay you will receive, and your rank on the retired list. Note that in computing pay and the number of years creditable for basic pay purposes, a *fractional year* of six months or more is considered a full year in computing the number of years by which the rate of 2½% is multiplied.

• 40 Years' Service

Law: Act of 3 Aug 1861 (34 USC 381).

Applicable to: Permanent Regular officers.

Creditable service for retirement: Full-time active duty, commissioned, warrant, and enlisted, in the Army, Navy, Air Force, Marine Corps, Coast Guard, or Reserve components thereof.

Pay: ¾ of the applicable basic pay of the rank in which retired.

Rank on the retired list: Rank in which serving at the time of retirement if appointed or affirmed under Officer Personnel Act of 1947, as amended (unless entitled to higher rank under some other provision of law).

• 30 Years' Service (I)

Law: Act of 13 May 1908 (34 USC 383).

Applicable to: Permanent Regular officers.

Creditable service for retirement: Full-time active duty, commissioned, warrant, and enlisted, in the Army, Navy, Air Force, Marine Corps, Coast Guard, or Reserve components thereof.

Pay: ¾ of the applicable basic pay of the rank in which retired.

Rank on the retired list: Rank in which serving at the time of retirement if appointed or affirmed under Officer Personnel Act of 1947, as amended (unless entitled to higher rank or higher retired pay under some other provision of the law).

• 30 Years' Service (II)

Law: Act of 2 Mar 1907 (34 USC 431).

Applicable to: Temporary officers and warrant officers with permanent enlisted status.

Creditable service for retirement: Full-time active duty, commissioned, warrant, and enlisted in the Army, Navy, Air Force, Marine Corps, Coast Guard, or Reserve components thereof, less time lost for AWOL, SKMC, or NPDI.

Pay: ¾ of the applicable basic pay of the rank in which retired.

Rank on the retired list: Rank in which serving at the time of retirement if appointed, promoted, or affirmed under Officer Personnel Act of 1947, as amended.

• 20 Years' Service (I)

Law: Act of 21 Feb 1946 (34 USC 410b).

Applicable to: Permanent Regular officers.

Creditable service for retirement: Active duty in the Navy, Marine Corps, or Coast Guard or Reserve components thereof, including active duty for training, at least 10 years of which shall be commissioned service.

Pay: 2½% times the number of years creditable for basic pay purposes times the applicable basic pay of the rank in which retired. Maximum 75%.

Rank on the retired list: Rank in which serving at the time of retirement if appointed or affirmed under Officer Personnel Act of 1947, as amended (unless entitled to higher



"There . . . How does it work now?"

rank under some other provision of law).

- **20 Years' Service (II)**

Law: Act of 29 May 1954 (P. L. 379-83d Congress).

Applicable to: Warrant Officers.

Creditable service for retirement: Full-time active duty, commissioned, warrant, and enlisted, in the Army, Navy, Marine Corps, Air Force, Coast Guard, or Reserve components thereof.

Pay: 2½ times the number of years creditable for basic pay purposes times the applicable basic pay of the rank in which retired. Maximum 75%.

Rank on the retired list: Warrant Officer grade in which serving at the time of retirement, unless entitled to a higher rank or higher pay under other law, subject to the member's election.

- **Statutory Age**

(Except Warrant Officers)

Law: Act of 21 Feb 1946 (34 USC 410d).

Applicable to: Permanent Regular officers.

Requirement: All permanent Regular officers below the rank of Fleet Admiral shall be retired on the first day of the month following the date of attaining age 62.

Pay: 2½ times the number of years creditable for basic pay purposes times the applicable base pay of the rank in which retired. Maximum 75%.

Rank on the retired list: Highest rank, permanent or temporary, held while on active duty (unless entitled to higher rank or higher retired pay under some other provision of the law).

- **Statutory Age**

(Male Warrant Officers)

Law: Act of 29 May 1954 (P. L. 379-83d Congress).

Applicable to: Permanent Male Warrant Officers.

Requirement: (a) Any permanent male warrant officer who, having completed not less than 20 years of active service, has attained the age of 62, shall be retired on the first day of the month following the date that is sixty days after the date on which he attains that age. (Example: age 62 attained 15 March, effective date of retirement 1 June). (b) The separation of any person who, on 1 Nov 1954, is a male permanent warrant officer, and who upon attaining

WHAT'S IN A NAME

Run Around

When you get the "run around" nowadays, it means that somebody is putting you off or passing the buck at your expense. But the meaning of the words "run around" didn't always carry that implication.

According to the dictionary definition, "run around" also means "a rapid course with a fall." In the 1800s, the term was described as "gymnastics of youths" and it was illustrated by sailors "descending from considerable heights, sliding down a rope by their hands."

One magazine dating back to 1898 discussed "run around" on board a battleship of the "Great White Fleet" like this: The band plays a lively march and the order for the run around is given. Jackie [short term used in those days for blue-jacket] likes this. It is his exercise. It is to him what 'wheeling' is to the landsman.

"It is his opportunity of moving a little faster than usual. In double-quick time each



section runs in an ellipse for five minutes, the line of sailors usually being barefooted at this time of the day. They dodge in and out of the sunlight and shadow, laughing and showing the gaiety of their feeling."

age 62 has completed less than 20 years' active service, may be deferred by the Secretary of the Navy until he completes 20 years' active service, but not later than that date which is sixty days after the date on which he attains the age of 64.

Pay: 2½ times the number of years creditable for basic pay purposes times the applicable basic pay for the rank in which retired. Maximum 75%.

Rank on the retired list: Warrant Officer grade in which serving at time of retirement, unless entitled to a higher rank or higher pay under other law, subject to the member's election.

- **Statutory Age**

(Women Warrant Officers)

Law: Act of 29 May 1954 (P. L. 379-83d Congress).

Applicable to: Permanent Women Warrant Officers.

Requirements: (a) Any permanent woman warrant officer who, having completed not less than 20 years of active service, has attained the age of 55, shall be retired on the first day of the month following the date that is sixty days after the date on which she attains that age. (Example: age 55 attained 15 March, effective date of retirement 1 June).

(b) The separation of any person who, on 1 Nov 1954, is a permanent woman warrant officer, and who upon attaining age 55 has completed less than 20 years' active service, may be deferred by the Secretary of the Navy until she completes 20 years' active service, but not later than that date which is sixty days after the date on which she attains the age of 60.

Pay: 2½ times the number of years creditable for basic pay purposes times the applicable basic pay for the rank in which retired. Maximum 75%.

Rank on the retired list: Warrant Officer grade in which serving at time of retirement, unless entitled to a higher rank or higher pay under other law, subject to the member's election.

- **Statutory Service**

(Except Warrant Officers)

Law: Act of 7 Aug 1947 (34 USC 410g and 410j).

Applicable to: Permanent Regular male officers.

Requirement:

(1) *Rear admiral:* If not selected for continuation after 35 years' actual or constructive service as a permanently commissioned officer with 5 years in grade for unrestricted line

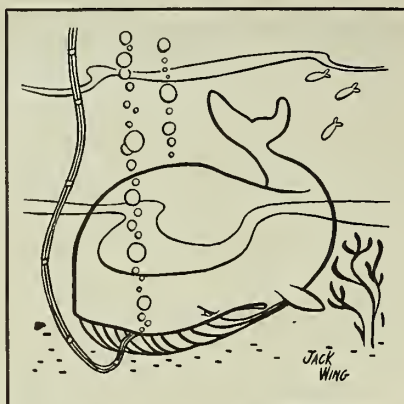
officers and 7 years in grade for restricted line and staff corps officers, shall be retired on 30 June of the fiscal year in which failed of such selection.

(2) *Captains:* After 31 years' actual or constructive service as a permanently commissioned officer with 5 years in grade, shall be retired on 30 June of the fiscal year in which such service is completed. If unrestricted line or staff corps officer, having twice failed of selection for flag rank, shall be retired on 30 June of the fiscal year in which 30 years' actual constructive service is completed. (A small number of restricted line and staff corps officers may be continued year by year until they have completed 35 years' service.)

(3) *Commander:* Having been twice failed to be selected for captain, after 26 years' actual or constructive service as a permanently commissioned officer or 30 years' service if in the Medical Service Corps shall be retired on 30 June of the fiscal year in which such service is completed. (Except officers designated for limited duty).

(4) *Lieutenant commander:* Having twice failed to be selected for commander, after 20 years' actual or constructive service as a permanently commissioned officer shall be retired on 30 June of the fiscal year in which such service is completed. (Except officers designated for limited duty).

(5) *Limited-duty officers:* After 30 years' active naval service exclusive of active duty for training, shall be retired on the last day of the month following the month in which such service is completed. Lieutenant commanders shall be placed on the retired list on 30 June of the fiscal year in which they have twice failed of selection to commander. In lieu of the latter provision they may revert to their per-



"I found the sunken hulk, but I'm having trouble opening the hatch."

manent chief warrant or warrant status until they have completed a total of 30 years' active naval service).

Pay: 2½% times the number of years creditable for basic pay purposes times the applicable basic pay of the rank in which retired. A fractional year of six months or more is considered a full year only in computing the number of years by which the 2½% is multiplied. Maximum 75%. The retired pay of an officer commissioned in the Regular Navy pursuant to Act of Apr 18, 1946, or commissioned in the Regular Navy subsequent to 8 Sept 1939, while serving on active duty as a Naval Reserve Officer, who is so placed on retired list, shall not be less than 50% of his active duty pay at time of retirement.

Rank on retired list: Rank in which serving at the time of retirement if appointed or affirmed under Officer Personnel Act of 1947, as amended (unless entitled to a higher rank or higher retired pay under some other provision of law).

• Statutory Service (Warrant Officers)

Law: Act of 29 May 1954 (P. L. 379-83d Congress).

Applicable to: Permanent Warrant Officers.

Requirement:

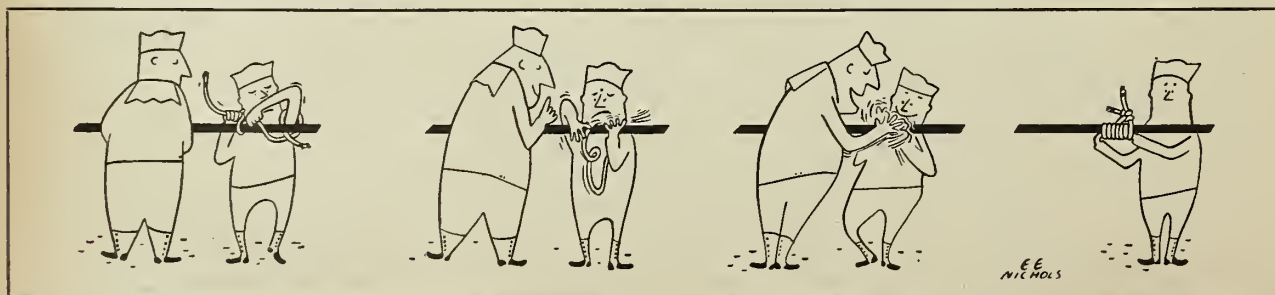
(1) *30 years' service:* Any permanent warrant officer not selected to continue on active duty shall be retired on the last day of the month that is sixty days after the date on which he completes 30 years of active service. Any permanent warrant officer who is so recommended by a board of officers and in the discretion of the Secretary of the Navy may, upon completion of 30 years' active service, be continued on active duty with his own consent, but not beyond the date which is sixty days after the date on which he attains the age of 62.

(2) *More than 18, but less than 20 years' service:* Any permanent warrant officer who has twice failed of selection for promotion to the next higher permanent warrant officer grade, shall be retained on active duty and retired on the last day of the month that is sixty days after the date on which he completes 20 years' active service, if he has not by that time been selected for promotion to the next higher grade.

(3) *More than 20 years' service:* Any permanent warrant officer who has completed 20 years' active service on the date he has twice failed of selection, shall be retired on the last day of the month that is sixty days after the date of his second failure of selection.

(4) Retirement under (b) or (c) above may, in the discretion of the Secretary of the Navy, be deferred in the case of a permanent warrant officer serving on active duty as a commissioned officer until such date as the Secretary may prescribe.

Pay: 2½% times the number of years creditable for basic pay purposes times the applicable basic pay of the rank in which retired. Maximum 75%.



Rank on the retired list: Warrant Officer grade in which serving at time of retirement, unless entitled to a higher rank or higher pay under other law, subject to the member's election.

• **Navy Nurse Corps**

Law: Act of 16 April 1947 (34 USC 43g).

Applicable to: Officers of the Navy Nurse Corps.

Requirement: Upon the completion of 20 years' active service, under appointment or contract or as a commissioned officer in the Nurse Corps of the Army or Navy or Reserve components thereof or active service in the Nurse Corps or Nurse Corps Reserve, or upon reaching age 55 in the case of commanders and lieutenant commanders or age 50 for lieutenants and below may be placed on the retired list by the Secretary of the Navy.

Pay: 2½% times the number of years creditable for basic pay purposes times the applicable basic pay of the rank in which retired. Maximum 75%.

Rank on the retired list: Highest rank, permanent or temporary, in which served satisfactorily while on active duty.

• **Women Officers**

Law: Act of 12 June 1948 (34 USC 410r).

Applicable to: Permanent Regular Women Officers.

Requirement:

CDRs — upon completion of 30 years' active commissioned service in the Regular Navy or Naval Reserve, or attainment of age of 55, whichever is earlier.

LCDRs whose names are not on a promotion list on 30 June of the fiscal year in which they complete 20 years' active commissioned service in the Regular Navy or Reserve.

LCDRs and below who attain age 50 except LCDRS on a promotion list for CDR, or an LCDR who is serving as an assistant to Chief of Naval Personnel with rank of Captain.

All retirements are effective as of the first day of the month following attainment of statutory age for retirement or completion of service requirements, whichever is earlier.

Pay: 2½% times the number of years creditable for basic pay purposes times the applicable basic pay of the rank in which retired, except

How to Get Model Ship Plans

Like to build ship models? If so, here's your chance to get plans for many of the types of ships the Navy now has or had previously in commission.

BuShips has announced that the plans for ship models in the types listed below, mainly those now in commission, are available. To get set of plans for one of these models, write a letter addressed to Bureau of Ships, Navy Department, Code 258, Washington, D. C., giving your name, rank, rate, and plan you desire.

In addition, plans for many other classes of naval vessels used, from

the early days of the Navy up to World War II, may be obtained at a nominal fee from the National Archives. The only cost involved is the cost of reproduction.

To get the ship plans from the National Archives send a letter, stating the ship or ships you are interested in, and they will reply, giving the prices and particulars on obtaining that particular set of plans. The address to use is: National Archives, War Records Branch, Navy Section, Washington 25, D. C.

The ships listed on this page are for plans available from the BuShips.

Aircraft Carrier	CV 18	Wasp Class	27,100 Ton
Small Aircraft Carrier	CVL 22	Independence Class	12,000 Ton
Escort Aircraft Carrier	CVE 105	Commencement Bay Class	10,900 Ton
Battleship	BB 63	USS Missouri	45,000 Ton
Battleship	BB 61	USS Iowa	45,000 Ton
Battleship	BB 57	USS South Dakota	35,000 Ton
Battleship	BB 55	USS North Carolina	35,000 Ton
Heavy Cruiser	CA 68	Baltimore Class	13,600 Ton
Light Cruiser	CL 55	Cleveland Class	10,000 Ton
Destroyer	DD 348	Farragut Class	1,375 Ton
Destroyer	DD 421	Benson Class	1,620 Ton
Destroyer	DD 398	McCall Class	1,500 Ton
Destroyer	DD 445	Fletcher Class	2,050 Ton
Destroyer	DD 710	Gearing Class	2,400 Ton
Escort Vessel	DE 51	Class — Turbo-Elec. Drive 3" Guns, Long Hull	1,400 Ton
Escort Vessel	DE 162	Class — Diesel Elec. Tandem Drive 3" Guns, Long Hull	1,240 Ton
Escort Vessel	DE 217	Class — Turbo-Elec. Drive 3" Guns, Long Hull	1,400 Ton
Escort Vessel	DE 224	Class — Turbo-Elec. Drive 5" Guns, Long Hull	1,450 Ton
Escort Vessel	DE 264	Class — Diesel-Elec. Tandem Motor Drive, 3" Guns, Short Hull	1,150 Ton
Submarine	SS 170	Cachalot Class	1,110 Ton
Nuclear Power Submarine	SSN 571	Nautilus	
Mine Sweeper	AM 299	Class	185 ft.
Auxiliary Motor Mine Sweeper	YMS 446	Class	138 ft.
Submarine Chaser	PC1121	Class	173 ft.
Escort	PCE 842	Class	180 ft.
Motor Torpedo Boat	PT		78 ft.
Dock Landing Ship	LSD 22	Fort Marion Class	
Tank Landing Ship	LST 542	Class	
Medium Landing Ship	LSM 354	Class	
Infantry Landing Craft (Large)	LCI(L) 351	Class	

that the retired pay of a woman officer commissioned in the Regular Navy under the Act of April 18, 1946, as now or hereafter amended shall not be less than 50% of her active duty pay at time of retirement. Maximum 75%.

Exception: Women medical offi-

cers and women members of the Medical Service Corps, appointed under laws other than the Act of 12 June 1948, are governed by the same retirement laws as are male-commissioned officers in the Medical, Dental and Medical Service Corps of the Regular Navy.

New FHA Law Will Help Navy Families to Get Needed Housing

PROCEDURES FOR GETTING the FHA home loan insurance authorized by the 83rd Congress for servicemen on active duty and announced in BuPers Notice 1940 (ALL HANDS, August 1954, p. 6) have been promulgated in SecNav Inst. 1741.4.

Designed to help servicemen purchase needed housing, the new law authorizes the Federal Housing Administration to insure (at the discretion of the FHA commissioner) loans up to a total of \$17,100 or 95 per cent of the FHA-approved value of the home, whichever is the lower figure.

Note that the FHA will base the percentage of its insurance on the *FHA-approved* value of the property, *not* on the purchase price. For instance, if the sale price of a house is \$16,000, but FHA appraisal sets its value at only \$14,000, then the maximum mortgage that FHA will insure is \$13,300 (95 per cent of the FHA-approved value). Therefore, you make sure that the FHA appraisal equals the purchase price or you will be forced to make a down payment of more than five per cent of the purchase price.

Since the usual FHA loan guarantee covers only 90 per cent of the first \$9000 and 75 per cent of the remainder of the FHA value of a house, down payments for servicemen under the new plan are considerably reduced. Also, under normal FHA terms five per cent interest is charged on mortgage loans, with one-half of one per cent of this being for the mortgage insurance premium. Under the new setup the Navy will assume responsibility for that pre-

mium during the period you remain on active duty.

For an example let's take a house which costs \$15,000. Under usual procedures the FHA would insure \$8100 of the first \$9000 and only \$4500 of the remaining \$6000—provided, of course, that the FHA-approved value of the property was \$15,000. Under this procedure your down payment would be in the vicinity of \$2400.

Under the new section of the law the Navyman with a certificate of eligibility could purchase the same property with a down payment of approximately \$750. However, nothing in the new law relieves you of responsibility for regular payments on the principal and the four-and-a-half per cent interest.

And FHA's regular criteria will be used in approving insurance loans, which means that in order to be eligible the Navyman must meet all income and credit requirements commensurate with the amount of financing that will be required.

To understand just what the new law offers you, the following definitions must be understood:

1. *Housing* means a dwelling unit designed for a one-family residence for occupancy by the serviceman as his home. Such dwellings may be located in the United States, Alaska, Guam, Hawaii, Puerto Rico or the Virgin Islands. The house you buy does not necessarily have to be in the location where you are stationed. It may be located in an area where you plan to live after retirement or where you presently hope to provide a home for your family. In any case, however, you must certify that you or your family will occupy the property or that your inability to do so is the result of military orders.

2. *Period of ownership by servicemen* has been defined by the Federal Housing Administration to mean that period of eligibility during which the Navy is required to pay the mortgage insurance premiums to the FHA. This period begins with the date on which the FHA endorses the loan for insurance under this program; the period of eligibility ends when the FHA is furnished certification that the Navy will no longer pay the mortgage insurance premiums by reason

of the death, discharge or separation from active duty (except when re-enlisted the next day), termination of ownership of the property covered by such loan or other termination of eligibility by the serviceman, or at the request of the serviceman.

First step in applying for the insurance is the completion of Department of Defense Form 802, "Request for and Certificate of Eligibility." Part I of the form (Request for Certificate of Eligibility) requires the following statements: a) That you are currently serving on active duty; b) That you have served on active duty in any of the Armed Forces more than two years (not necessarily continuous); and c) that you require housing.

Part II of the form is the Certificate of Eligibility and is completed by one of the following persons: 1) Secretary of the Navy; 2) Chief of Naval Personnel; 3) Commanding officer or officer in charge of activity having responsibility for the custody and maintenance of personnel records.

Certificates must be made up in original and four copies and are valid for 12 months from date of issue, *unless* the certifying officer determines that your eligibility will terminate sooner in which case the period of validity will be appropriately shortened.

Certificates will not be issued to personnel called to active duty for training purposes only.

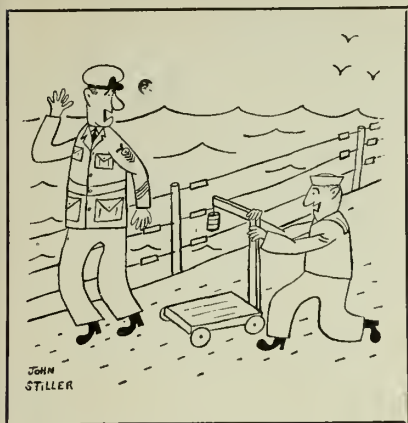
In addition, the commissioner of the Federal Housing Administration has advised that provisions of the new legislation will permit service personnel to construct or purchase a needed home, but it will *not* permit the refinancing of a home already owned by the serviceman.



"Where's your Navy pride, kid?"



"OK, sailor, don't confuse your travel posters!" —J. R. Knisley, ET3, USN



station, after your new commanding officer determines that the following are not available, or are inadequate: a) government quarters; b) Title VIII, National Housing Act (Wherry Act) housing; or c) reasonably priced rental housing.

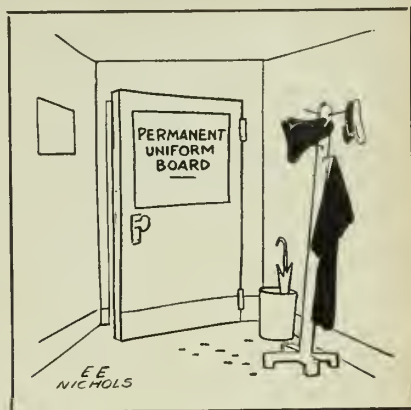
- When you have already used a certificate to acquire a home, but your retirement is pending within five years and you desire to purchase a home at another location for retirement purposes if it is established that denial of the second certificate will prevent you from acquiring a home.

- Where by reason of your health or the health of a member of your immediate family you are required to move to a different geographical location and you are unable to acquire a home there unless a second certificate is issued.

- Where the home originally acquired by use of an eligibility certificate is destroyed by an "Act of God" or other catastrophe and denial of an additional certificate will prevent you from acquiring a home.

- Any other unusual circumstance which after investigation by the officer authorized to sign the Certificate of Eligibility, is determined to be of such exceptional nature that to deny the issuance of a second certificate would place you in a position which would adversely affect your performance of military duties.

In no case, however, will an additional certificate be issued until it is determined that the Navy Department is no longer liable for the pay-



ment of mortgage insurance premiums on a previous loan.

Naval officers and enlisted men alike are eligible for benefits under the new law. In addition, use of the mortgage guarantee will not prevent Navymen from using the regular GI Home Loan provisions, and those who have already used their GI loan privilege may still apply to the FHA.

Nine CPOs Advanced to Warrant Officer Grade

Nine chief petty officers have been appointed to the temporary grade of warrant officer, W-1, with date of rank 15 Oct 1954.

The appointments were sent out by individual letter and were effective upon acceptance.

The warrant officer appointments were made for the following classifications — five Machinists, one Radio Electrician, one Carpenter and two Ship's Clerks.

The original and three copies of the approved certificate will be returned to you. You present them to the FHA-approved institution willing to make the loan on the property you desire. FHA regulations then require the lender to forward the original and two copies of the certificate along with other documents required by FHA regulations.

FHA completes Part III of the form, either indorsing or rejecting the loan. Eventually the original certificate is filed in your service record, where it remains as long as the insurance is in force.

Commanders responsible for signing the certificate of eligibility are also responsible for a yearly check to determine whether or not you continue to own the property. And if you are making the loan payments through a Class "H" allotment, discontinuance of that allotment will also be cause for a check.

Issuance of an additional Certificate of Eligibility is authorized under the following circumstances:

- When you surrender an unused or expired certificate.
- When you certify in writing that an unused or expired certificate has been lost or destroyed.

Although you have used a previous certificate, an additional one may be issued in those instances where—as a result of military orders or situations of an emergency nature—denial of such a certificate would cause hardship or an inequity to the serviceman concerned.

The following circumstances indicate categories which may be considered under this authority:

- Upon assignment to a new duty

Medical and Dental Courses Are Revised

The following officer correspondence courses, offered by the Naval Medical School and the Naval Dental School, have been revised and now use objective instead of thesis-type questions. As the revisions require less time for completion than the original editions, these courses have been re-evaluated in

terms of Naval Reserve retirement and promotion points. Both old and new credit are listed below for each course. Students who enrolled before 1 Nov 1954 will be credited with points as listed under the old evaluation. Students who enroll after that date will be credited with points under the new evaluation.

	New Evaluation (Points)	Old Evaluation (Points)
Combat and Field Medicine Practice	24	32
Naval Preventive Medicine	24	36
Insect, Pest and Rodent Control	18	32
Special Clinical Services (General)	24	32
Submarine Medicine Practice	24	32
Radiological Defense and Atomic Medicine	32	36

Personnel who completed an earlier thesis-type course will not receive additional credit for completion of the same course in its present revision.

Latest List of Motion Pictures Available for Distribution to Ships and Bases Overseas

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in November.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and most overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

Rogue Cop (170): Murder Drama; Robert Taylor, Janet Leigh, George Raft.

Dragnet (171) (T): Mystery Drama; Jack Webb, Ben Alexander.

Flame and the Flesh (172) (T): Romantic Drama; Lana Turner, Pier Angeli, Carlos Thompson.

Stranger in Between (173); Drama; Kay Welsh, Gregory Keen.

Gambler from Natchez (174) (T): Western; Dale Robertson, Debra Paget.

The Raid (175) (T): Western Melodrama; Van Heflin, Anne Bancroft.

Something Money Can't Buy (176): British Comedy; Patricia Roc, Anthony Steel.

Decameron Nights (177) (T): Drama; Joan Fontaine, Louis Jourdan.

Black Shield of Falworth (178) (T): Romantic Adventure; Tony Curtis, Janet Leigh.

Bengal Brigade (179) (T): Adventure Drama; Rock Hudson, Arlene Dahl.

Suddenly (180): Suspense Melodrama; Frank Sinatra, Sterling Hayden.

Crest of the Wave (181); Adventure Melodrama; Gene Kelly, Jeff Richards.

Valley of the Kings (182) (T):

Adventure Drama; Robert Taylor, Eleanor Parker, Carlos Thompson.

The Human Jungle (183): Murder Drama; Gary Merrill, Jan Sterling.

Susan Slept Here (184) (T): Romantic Comedy; Debbie Reynolds, Dick Powell.

GOG (185) (T): Science Fiction; Richard Egan, Constance Dowling, Herbert Marshall.

Angels One Five (186): British War Drama; Jack Hawkins, Michael Denison.

High and Dry (187): British Comedy Satire; Paul Douglas, Alex Mackenzie.

Human Desire (188): Drama; Glenn Ford, Gloria Grahame.

Lucky Me (189) (T): Musical; Doris Day, Robert Cummings, Phil Silvers.

The Diamond Wizard (190): British Melodrama; Dennis O'Keefe, Margaret Sheridan.

Down Three Dark Streets (191): FBI Drama; Broderick Crawford, Ruth Roman, Martha Hyer.

'Grass Roots' Recruiting Recruits Win Extra Leave

Recruits turned recruiter are really "in like Flynn," according to Bennie O. Abeyta, AA, USN. He recruited one of his buddies for the Navy while he was home on boot leave—thereby earning himself an extra five days of leave under a recently instituted Navy Recruiting Service plan which offers a man leave in return for his services as a "grass roots" recruiter. Abeyta, who was graduated with Company 198 at NTC, San Diego, was one of the first San Diego trainees to benefit from the plan.

The new plan was announced by the Recruiting Service after the air-

man apprentice had gone home to Albuquerque, N. M., on leave, so Abeyta expected nothing when he convinced a buddy that the Navy was a "good deal" and accompanied him to the Navy Recruiting Station.

While his friend, Orlando D. Benavidez, was being processed, the Albuquerque recruiter explained the new program to Abeyta. After Benavidez had been sworn into the naval service, the recruiter extended Abeyta's leave for an additional five days.

As announced by the Recruiting Division of BuPers, here's how the program works: Before a recruit goes home on "boot" leave, the program is explained to him and he is provided with recruiting publicity material that he can pass out to his pals. The local recruiter is notified of the man's leave address and arranges to meet him and any prospective enlistees soon after the man arrives home on leave. If these meetings result in any actual enlistments, the officer in charge of the appropriate main recruiting station is authorized to extend the "boot's" leave for a period of five days. (The details are contained in Recruiting Service Note No. 203-54.)

Men may earn a total of ten extra days of leave by thus recruiting their buddies for Uncle Sam's sea service.

"BuPers Manual" has Revision on Naval Reserve Administration

The revision of Part H, of *BuPers Manual* is currently being forwarded to all ships and activities. Relating to the administration of the Naval Reserve, it incorporates the regulations previously announced in instructions, and contains only a few policy changes.

The main change is the deletion of regulations governing the Fleet Reserve. Since the Fleet Reserve is legally no longer a part of the Naval Reserve, the regulations formerly incorporated in Part H, and still in effect, are covered in another part of *BuPers Manual*.

Other changes in the new revision bring Part H into conformity with the laws set down by the Armed Forces Reserve Act of 1952. However, the majority of these changes have already been sent out to the field through means of instructions and notices.



NAS Alameda Was Once Indian Happy Hunting Ground

Alameda, Calif., a small island dotting San Francisco Bay, was once an Indian burial ground, a hunting site for Spanish grantees and a haven for miners who failed to strike it rich in the 1849 gold rush. Later, it became "the only city in the world without a graveyard."

Today Alameda is the home of a thriving community; while at the western end of the island, NAS Alameda has celebrated its fourteenth birthday—years which have seen the station grow into one of the Navy's largest bases for repair and modification of aircraft, as well as the West Coast's only NAS for processing faster-than-sound jet aircraft.

The idea for conversion of Alameda into a naval base had its beginning in 1917, but it was not until 1936 that the President was authorized to accept the marshy west end of the island from the City of Alameda for the sum of \$1.

In 1937 Congress passed a bill appropriating \$15,000,000 to begin work. Construction actually began in February 1938, when dredges anchored in the Bay began pumping to raise the surface above water level. Fifteen million cubic yards of fill—which, if poured over San Francisco's Civic Center, would make a

creditable mountain—was required to raise the land above the tide heights. Gradually, however, the 2200-acre marsh site was filled.

NAS Alameda was commissioned on 1 Nov 1940, with a complement of 200 military and civilian personnel. On 7 Dec 1941, the station's five runways were only partially completed, and naked steel frameworks for the main buildings were silhouetted against the setting sun. Still, the field was usable and flying was only moderately restricted.

By the end of World War II the big mud puddle that grew into one of the largest Naval Air Stations in the country had piled up an impressive record. From 1941 to 1946 the Supply Department had routed 79,596 overseas shipments to Pacific war zones. These totaled 206,828,248 pounds. Aircraft shipments totaled 24,328. Supply also received from combat areas 124,000,000 pounds of salvage material, which netted a total of \$280,000.

Along came 1948 and NAS Alameda rested on its oars. Drastic cuts had been made in both civilian and military personnel, and production was down one-third of military peak.

The station's future as a jet operations base (under consideration since

1947) was confirmed in 1950 when top military leaders visited the base to view the runways, although the primary mission on NAS Alameda continues to be that of a seaport industrial air station.

When the Korean fighting broke out in June 1950, the Station again shifted into high gear. Pacific Reserve Fleet began activating the carriers and aircraft tenders lying at their piers, while the Navy undertook a \$24,000,000 expansion program to build up the station's facilities. Work was started on new 7,000-foot jet runways, a \$2,765,000 jet-overhaul building and a \$3,250,000 supply annex.

War's end signaled the return to a calmer routine, but NAS Alameda still hums with activity, as her 8000 civilian workers and several thousand sailors maintain the flow of overhauled planes and equipment which the Navy needs to keep its constant vigil over the free world's frontiers.

The personnel of NAS Alameda can be proud of her 14 years of outstanding achievement. She has proven a strong link in the nation's chain of defense on every occasion, and because she has performed so well, her role in the future of naval aviation is likely to be a large one.

Private Blood Bank

A photographic squadron stationed in Florida has its own private blood bank.

In addition to the blood donated whenever the Red Cross mobile unit visits the station, the men of Photographic Squadron 62 at NAAS Sanford, Fla., maintain a supply of available blood which can be used in an emergency by members of the unit, their dependents or friends.

The private blood bank began last February when, with the assistance

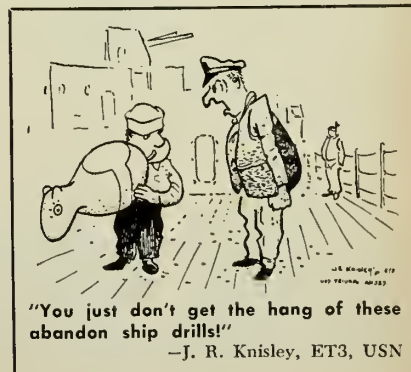
and cooperation of the Central Florida Blood Bank, the men of the squadron established an "account" or "reserve" of pints of blood, which they call the "Photolon 62 Dependent Blood Bank." The men voluntarily donate blood to the Central Florida Blood Bank at any time and this agency gives the squadron credit for each pint so donated.

At any time a request for blood is received, the man requesting it has only to see the Squadron's leading chief who gives him a withdrawal slip to obtain the amount of blood that is needed by his relative or friend.

Records at the blood bank show that about 50 per cent of the amount of blood that has been withdrawn so far has been for neighbors and friends in the community where the squadron is stationed. The men say with pride that no one who has ever asked for assistance has failed to get the blood that was needed.

The aim of the squadron, in addition

to contributing blood to the Red Cross, is to keep enough voluntary donations in the Central Florida Blood Bank to meet any emergency—so whenever the amount on credit or the balance begins to reach a low level, you will find a group of men going to the blood bank to bring their "account" up to a more comfortable figure. They know that "it pays to save" and the blood they save may save a life.



QUIZ AWEIGH ANSWERS QUIZ AWEIGH IS ON PAGE 7.

1. (b) Transit.
2. (a) Angles, heights and distances.
3. (c) Distinguished Flying Cross.
4. (b) Extraordinary achievement in aerial flight at any time.
5. (b) Killer-type submarine.
6. (c) Hunt and destroy enemy submarines.

DECORATIONS & CITATIONS



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations..."

★ ANSTETT, Douglas G., LCDR, USN, for meritorious service in Korea from 13 Nov 1951 to 29 Apr 1952. Combat "V" authorized.

★ ARBOGAST, Floyd L., LCDR, USNR, for meritorious service in Korea from 18 Jun to 14 Oct 1952. Combat "V" authorized.

★ BADGER, Rodney F., CDR, USN, for meritorious service in Korea from 1 May to 27 Jul 1953. Combat "V" authorized.

★ BECKER, Charles L., CDR, USN, for meritorious service in Korea from 21 Nov 1951 to 30 Mar 1952. Combat "V" authorized.

★ BENTON, James W., CDR, USN, for meritorious service in Korea from 28 Nov to 22 Dec 1950. Combat "V" authorized.

★ BETTS, Frederick M., LCDR, USN, for meritorious achievement in Korea from 1 Dec 1952 to 7 Mar 1953. Combat "V" authorized.

★ BLOOD, Russell L., CAPT, MC, USN, for meritorious service in Korea from Sep 1950 to Jan 1952. Combat "V" authorized.

★ BOYER, William G., CDR, USN, for meritorious service in Korea from 30 Jun to 14 Oct 1952. Combat "V" authorized.

★ CAMP, James M., ABC, USN, for meritorious achievement in Korea on 22 May 1952. Combat "V" authorized.

★ CARMODY, Martin D., LCDR, USN, for meritorious service in Korea from 28 Oct 1952 to 22 Apr 1953. Combat "V" authorized.

★ CASSERLY, Christopher J., LT, USNR, for meritorious service in Korea from 12 May to 20 Oct 1952. Combat "V" authorized.

★ CHASE, Gordon P., CDR, USN, for meritorious service in Korea from 28

Oct 1952 to 22 Apr 1953. Combat "V" authorized.

★ CLARK, Asa A., III, CDR, USN, for meritorious service in Korea from 18 Apr to 29 Sep 1952. Combat "V" authorized.

★ FARGO, William B., CDR, USN, for meritorious service in Korea from 17 May to 17 Sep 1952. Combat "V" authorized.

★ FOLTZ, Gayle G., CDR, USN, for meritorious service in Korea from 27 Jun to 18 Nov 1952. Combat "V" authorized.

★ GEASE, John M., CDR, USN, for meritorious service in Korea from 17 May to 31 Oct 1952. Combat "V" authorized.

★ GENNY, Richard W., LT, USNR, for meritorious service in Korea from 2 Mar to 1 Aug 1952. Combat "V" authorized.

★ GILL, R. E., LCDR, USN, for meri-

torious service in Korea from 4 Apr to 8 Aug 1952. Combat "V" authorized.

★ GLOWASKY, William A., LT, USN, for meritorious service in Korea from, 31 Oct 1952 to 21 Apr 1953. Combat "V" authorized.

★ GRAY, Oscar E., Jr., CDR, USN, for meritorious service in Korea from 17 Oct 1952 to 3 Apr 1953. Combat "V" authorized.

★ GUNDERSON, Allan H., LCDR, USN, for meritorious service in Korea from 28 Oct 1952 to 22 Apr 1953. Combat "V" authorized.

★ HEINTZ, George R., LCDR, USNR, for meritorious achievement in Korea on 22 May 1952. Combat "V" authorized.

★ HENRY, Daniel E., CDR, USN, for meritorious service in Korea from 18 Apr to 29 Sep 1952. Combat "V" authorized.

★ HOLM, Stanley R., LCDR, USN, for

Navy Unit Commendations Awarded for Korean Conflict

Ten vessels and two units have been awarded the Navy Unit Commendation by the Secretary of the Navy for their services during the Korean conflict.

Those commended "for extremely meritorious service in support of military operations against enemy aggressor forces in Korea," and their dates of participation are:

• *uss Cacapon* (AO 52), 8 Aug to 27 Dec 1950.

• *uss Graffias* (AF 29), 23 Sep to 30 Dec 1950 and 23 Jun 1952 to 9 Mar 1953.

• *uss Grasp* (AR 24), 1 Feb to 15 Oct 1951.

• *uss Henrico* (APA 45), 15 Sep to 25 Dec 1950.

• *uss Mount Katmai* (AE 16), 18 Aug to 28 Dec 1950.

• *uss Noble* (APA 218), 15 Sep to 25 Dec 1950.

Those commended "for extremely meritorious service as a minesweeping unit of the Blockading and Escort

Minesweeping Group during operations against enemy aggressor forces in Korea," and their dates of participation are:

• *uss Kite* (AMS22), 18-29 Jul and 15-26 Nov 1952.

• Minesweeping Boat Division One, 7 to 30 Apr, 7 Aug to 2 Sep and 12-15 Oct 1952.

• *uss Murrelet* (AM372), 10-31 May 1952.

• *uss Osprey* (AMS28), 16 Apr to 19 May and 12-15 Oct 1952.

• *uss Redhead* (AMS34), 7 May to 5 Jun, 12 Aug to 8 Sep, 12-15 Oct 1952.

Task Element 90.32, consisting of *LSTs* 799, 857, 859, 883, 898, 914, 973 and 975, was awarded the NUC for "heroic performance of duty in action against enemy aggressor forces in Korea on 15-16 Sep 1950."

The Chief of Naval Personnel will issue individual authorization to all eligible Navymen without further action on their part.

USS Cacapon



USS Murrelet



USS Osprey



USS Noble



USS Redhead



meritorious service in Korea from 28 Oct 1952 to 22 Apr 1953. Combat "V" authorized.

★ JACKSON, D. F., LT, USN, for meritorious service in Korea from 1 Feb to 8 Aug 1952. Combat "V" authorized.

★ JUERGENSEN, John E., LTJG, USNR, for meritorious achievement in Korea from Jul 1952 to Jun 1953. Combat "V" authorized.

★ KERMODE, Harvey B., CDR, USN, for meritorious service in Korea from 26 Nov 1952 to 17 May 1953. Combat "V" authorized.

★ KING, David L. G., CDR, USN, for meritorious service in Korea from 18 Mar to 5 Sep 1952. Combat "V" authorized.

★ KING, Thomas S., Jr., CDR, USN, for meritorious service in Korea from 12 Mar to 27 Jul 1953. Combat "V" authorized.

★ LAIRD, Ian M., LCDR, USN, CO of USS *Dextrous* (AM 341) from 30 May 1951 to February 1952. Combat "V" authorized.

★ LANGE, Estelle K., LCDR, NC, USN, serving in USS *Consolation* (AH 15) from 16 Aug 1950 to 30 Apr 1951.

★ LANK, Harold C., CDR, USN, CO of USS *Gregory* (DD 802) from 12 to 27 Dec 1951. Combat "V" authorized.

★ LUDWICK, William E., CDR, DC, USN, serving with the First Marine Aircraft Wing from 8 Nov 1951 to 8 Apr 1952.

★ MARTIN, Clyde L., CDR, DC, USN, for meritorious achievement in Korea from 13 May 1953 to 16 Feb 1954. Combat "V" authorized.

★ MASTERSON, Thomas L. Jr., HN, USN, for meritorious achievement in Korea from 20 Dec 1952 to 14 Feb 1953. Combat "V" authorized.

★ MATHERNE, Raymond J., HN, USN, for heroic achievement in Korea on 16 and 17 Jul 1953. Combat "V" authorized.

★ NAGLE, Robert O., LTJG, USN, for meritorious achievement in Korea from 26 Apr to 26 Jul 1953. Combat "V" authorized.

★ O'ROURKE, Paul J., HM3, USN, for heroic achievement in Korea on 24 and 25 July 1953. Combat "V" authorized.

★ PORTER, John R., HN, USN, for heroic achievement in Korea on 27 Mar 1953. Combat "V" authorized.

★ RAINES, Julian L., MMC, USN, for meritorious achievement in Korea from 1 Feb to 14 Apr 1953. Combat "V" authorized.

★ RAMSEY, Charles J. Jr., HN, USN,

for heroic achievement in Korea on 1 Feb 1953. Combat "V" authorized.

★ RICE, Leo F., LCDR, ChC, USNR, for meritorious achievement in Korea from 4 Feb to 1 Oct 1953. Combat "V" authorized.

★ RILE, Joseph E., HM3, USN, for heroic achievement in Korea on 27 Jul 1953. Combat "V" authorized.

★ ROMBERGER, William M., CDR, USN, for meritorious service in Korea from 31 Jan to 30 Jul 1953. Combat "V" authorized.

★ ROSS, Richard E., HN, USN, for heroic achievement in Korea on 23 Jul 1953. Combat "V" authorized.

★ SAUERS, David L., HM3, USN, for heroic achievement in Korea from 7 to 9 Jul 1953. Combat "V" authorized.

★ SANGER, Kenneth J., CDR, USN, for meritorious service in Korea from 31 Jan to 30 Jul 1953. Combat "V" authorized.

★ SCHOONOVER, Edward N., HN, USN, for heroic achievement in Korea on 27 Mar 1953. Combat "V" authorized.

★ SINGLETON, Royce A., LCDR, USN, for meritorious service in Korea from 31 Mar to 30 Jul 1953.

★ SMITH, Ronald F., AB3, USN, serving in USS *Philippine Sea* (CVA 47) on 22 Mar 1952.

★ SOBOL, Ferdinand A., HM2, USNR, for heroic achievement in Korea on 3 Mar 1951. Combat "V" authorized.

★ STENBORG, Walter P., LT, MC, USNR, for meritorious achievement in Korea from 11 Jan to 20 May 1953. Combat "V" authorized.

★ SUERSTEDT, Henry, Jr., LCDR, USN, for meritorious service in Korea from 1 Jan to 5 Jun 1953. Combat "V" authorized.

★ SULLIVAN, David M., HN, USNR, for heroic achievement in Korea on 28 Mar 1953. Combat "V" authorized.

★ SUTTON, Guyamere H., HM3, USN, for meritorious achievement in Korea from 8 Jan to 14 Apr 1953. Combat "V" authorized.

★ STURCH, Jackie E., HM3, USN, for heroic achievement in Korea on 9 Jul 1953. Combat "V" authorized.

★ SYLVESTER, Joseph R., HM2, USN, for heroic achievement in Korea on 10 Apr 1953. Combat "V" authorized.

★ TATE, Allen D., Jr., LT, MC, USN, for meritorious achievement in Korea from 11 Apr to 5 Aug 1953. Combat "V" authorized.

★ TAYLOR, Donald P., MM1, USNR, for heroic achievement in Iwo Jima Island in Feb 1945. Combat "V" authorized.

★ TRUM, Herman J., III, CDR, USN, for meritorious service in Korea from 31 Dec 1952 to 5 Jun 1953. Combat "V" authorized.

★ TUCKER, Charles A., HM1, USN, attached to a Marine Infantry Company on 3 Mar 1951. Combat "V" authorized.

★ VICKERY, Arthur E., CDR, USN, for meritorious service in Korea from 10 May to 27 Jul 1953. Combat "V" authorized.

★ WADESON, Ralph W., Jr., LTJG, MC, USNR, for meritorious achievement in Korea from 26 Mar to 3 Apr 1953. Combat "V" authorized.

★ WARREN, George R., Jr., LCDR, MC, USN, for meritorious service in Korea from 9 May to 13 Jul 1953. Combat "V" authorized.

★ WHITE, Marshall W., CDR, USN, serving in USS *Philippine Sea* (CVA 47) from 26 Jan to 15 Jul 1952.

★ WILLIAMS, David J., Jr., LCDR, MC, USN, for meritorious achievement in Korea from 15 Apr to 2 Jul 1953. Combat "V" authorized.

★ WILLIAMS, Roger B., LT, MC, USNR, for meritorious achievement in Korea from 22 Feb to 13 Aug 1953. Combat "V" authorized.

★ WILLIAMSON, John H., EN3, USN, serving in USS *Beatty* (DD 756) on 11 Dec 1951. Combat "V" authorized.

★ WILSON, Rowland S., LCDR, USNR, MSTS representative and Naval Control of Shipping Officer at Inchon from 1 Oct 1950 to 10 Apr 1951, and on the staff of Commander Amphibious Group Three from 11 Apr to 1 Jun 1951. Combat "V" authorized.

★ WOOLEY, Millard J., LCDR, USN, for meritorious service in Korea from 12 Jun to 27 Jul 1953. Combat "V" authorized.

★ WYRICK, James W., LCDR, USN, for meritorious service in Korea from 28 Oct 1952 to 22 Apr 1953. Combat "V" authorized.

Gold star in lieu of second award:

★ ODENING, Robert E., CDR, USN, for meritorious service in Korea from 2 Feb to 26 Jun 1952. Combat "V" authorized.

★ PALMER, James M., CDR, USN, for meritorious service in Korea from 27 Feb to 5 Jul 1953. Combat "V" authorized.

★ PARKER, Oscar B., CDR, USN, for meritorious service in Korea from 15 Jun to 11 Oct 1952. Combat "V" authorized.

USS *Mt. Katmai*



USS *Henrico*



USS *Graffias*



USS *Grasp*



USS *Kite*



BOOKS: RICH READING FARE MAY BE FOUND IN WIDE RANGE OF FACT, FICTION

YOU'RE THE GAINER as publishing houses reach their annual peak of activity. Take your choice—you have a wide range of subjects from which to choose when browsing through your ship or station library.

• ***Sunk***, by Mochitsura Hashimoto; Henry Holt & Co.

This remarkable report on the Battle of the Pacific is one of the first to come from the Japanese side. It is the story of a lost cause, written by one of four Japanese submarine commanders who survived the war. It covers each phase of the Pacific war from Pearl Harbor to Okinawa and reveals much information not generally known to most Navymen. CDR

Edward L. Beach, USN, in his introduction, suggests that the failure of the Japanese submarine fleet may have been basically caused by factors in Japanese psychology.

★ ★ ★
• ***Atomic Science — Bombs and Power***, by David Dietz; Dodd, Mead & Co.

Here's a summary of atomic science, from the ancient Greek atomic theory to a survey of progress in this field, both military and non-military, since the war. The tactical atomic bomb, the hydrogen bomb, the breeder reactor, atomic power plants, use of radioactive isotopes and new discoveries in basic research are described—a complex subject discussed in simple terms.

★ ★ ★
• ***Song of the Sky***, by Guy Murchie, Jr.; Houghton Mifflin Co.

This book ranges over the entire realm of the sky as it tells of the great adventure of our age—the exploration of the air. It tells of the heavy lower depths where man first tried his wings, where wind and cloud form the ever changing patterns of weather, out through the upper reaches of the stratosphere which only jet and rockets can probe, to the airless heights of the ionosphere—that unexplored no-man's-land (or air) between earth and outer space. Of interest to Navymen.

★ ★ ★
• ***The Pioneers***, by Jack Schaefer; Houghton Mifflin Co.

A collection of Western short stories written in fine style.

★ ★ ★
• ***TV Boxing Book***, by Joe Williams; Van Nostrand Co.

This well-known sports writer has done a unique job of combining technical information, historical data, amusing anecdote and expert observation. He has illustrated all this with photographs of boxing greats, near-greats and has-beens. Bob (Canvas Back) Hope has written a foreword in a Hopeful style.

★ ★ ★
• ***Roanoke Renegade***, by Don Tracy; Dial Press.

A typical bit of historical embroidery, and good reading for those who like swashbuckling tales of Eliza-

bethan days. Tracy has thoroughly researched the slim records of the Lost Colony of Roanoke Island, and has created a plausible yarn of a youthful courtier of Elizabeth's London, outlawed for wounding one of the Queen's favorites. The climax gives a possible clue to what may have happened to the Lost Colony.

★ ★ ★
• ***The Story of Man***, by Carleton Coon; Alfred A. Knopf.

Through this narrative of 50,000 years of growth and change of man, we are presented with a fresh viewpoint of why and what we are. Although the author is an anthropologist and archaeologist who has earned respect in his professional field, his writing on this occasion is not technical and can be read with pleasure and understanding by Navymen. Outstanding illustrations.

★ ★ ★
• ***The Blue Continent***, by Folco Quilci; Rinehart & Co.

This photographer-author has great fun telling of exploits with sharks, barracuda and other salt-water inhabitants of coral and shipwrecks. You'll enjoy them, too. He also adds a useful supplement on deep-water photography and proves he knows his subject by 60 remarkable photographs. Of interest to the deep-sea diving, the fishing or hunting fan.

★ ★ ★
• ***A Military History of the Western World***, by Major-General J. F. C. Fuller; Funk & Wagnalls Co.

Taking the whole panorama of the Western past as background, the author traces the impact of wars and decisive battles on the rise and fall of cultures. The first of three volumes, this one carries the reader through 3500 years of recorded warfare, from the earliest times up to the battle of Lepanto, with the excitement of a great story.

★ ★ ★
• ***The Adventurers***, by Ernest Haycox; Little Brown & Co.

Oregon in 1865 was a wild and rugged land waiting for the adventurers. To Mark Sheridan it meant wide-open opportunity for a determined man. Haycox spins a readable yarn showing how his hero finally found what he wanted and how different it was from his first desires. There's trouble at every turn before Mark finally finds that life has meanings beyond power and money.

SONGS OF THE SEA



The True Yankee Sailor

When a boy, Harry Bluff left his friends
and his home
And his dear native land, o'er the ocean
to roam;
Like a sapling, he sprung, he was fair to
the view,
He was True Yankee oak, boys, the older
he grew.
Tho' his body was weak, and his hands
they were soft,
When the signal was giv'n he the first
went aloft,
The vet'rans all cried, "He'll one day lead
the van"
For tho' rated a boy he'd the soul of
a man,
And the heart of a true Yankee sailor.

Old Forecastle Song

ALL HANDS BOOK SUPPLEMENT



World Cruise-1838

Here's the story of a young Navy coxswain who was a hand before the mast on the world-circling Wilkes Expedition. This account of the four-year journey covers several interesting and hazardous incidents, particularly in the islands of the South Pacific.

In this issue you'll read a brief account (on page 8) of a recent world cruise—that of USS Barton (DD 722). ALL HANDS didn't accompany that vessel around the world, but it would appear good duty even though it may have been a little long—approximately six months, including a tour in Korean waters. Some 80 other U. S. Navy vessels have also made a round-the-world cruise within the past few years as a part of their regular duties.

Somewhat more than a hundred years ago—1838 to be exact—another U. S. Navy vessel began a world cruise. However, conditions were different at that time. The journey took four years. The Commodore's flagship was a sloop-of-war, small by comparison with today's warships. Travel—then as now—had its allure for the Navymen, but there were many different hardships they had to face. For example, instead of pleasant sightseeing jaunts ashore (although they did occur), the Navymen of those days were often compelled to fight pitched battles to obtain essential food and water. This was in the islands of the Pacific, some of which were inhabited by cannibal tribes.

The story of the Wilkes Expedition, as seen from the viewpoint of Commodore Charles Wilkes was told in the April 1954 issue of ALL HANDS. However, that covered only the Antarctic phase of the expedition. Here, you'll find incidents from that same voyage, but as seen through the eyes of a seaman before the mast, and highlighted by the Navymen's adventures in the little known and hostile islands of the South Pacific.

The author of Twenty Years Before the Mast, Charles Erskine, spent several years at sea before shipping over for the Wilkes expedition. The book was published in 1890.



Coxswain Charlie Erskine

SHORTLY AFTER WE ARRIVED ON BOARD, the capstan was manned, the anchor catted, and we were soon off, with an ebb tide and a light air from the sou'west. This being Sunday, at six bells A.M. all hands were called to muster, and Divine service was performed by our chaplain, Mr. Elliot. He preached earnestly about the dangers and length of the voyage, and the probability that all of us might not live to return to our native land, then sinking from view. He spoke of

World Cruise-1838

God and his goodness, and reminded us that His all-seeing eye was ever upon us, whether at sea or on dry land. Everyone looked solemn.

Some seamen had shipped for this expedition soon after the act was passed by Congress authorizing it to be fitted out, in the year 1837. Others had shipped for various stations, and had been for over a year on board the frigate *Macedonian*, under Commodore Jones and other commanders, to take off the rough. A few days before we left Norfolk the commodore had given all hands a day's liberty on shore; still, many felt very sad at having laid at anchor a year without visiting home or seeing any of their dear ones. Though Jack is a hand before the mast, he is a fellow-man with rights and feelings, and they should be respected by a generous government such as ours.

This was the first full-rigged ship I have ever sailed in, and it appeared different from all my other sea homes, which had been sloops, schooners, and brigs. In the first place, we had three decks—the spar deck, gun deck, and berth deck.

AT EIGHT BELLS—four A.M.—the watch was relieved and I went below. At sunrise the lookout from the fore-top-sail yard reported a wreck.

"Where away?" was the cry.

"Two points on the weather bow," came the answer, which created considerable excitement on board.

We stood for what we supposed to be a wreck with the mast gone. It proved however, to be a large cottonwood tree, one hundred and twenty feet long and fourteen feet in circumference. It had been in the water a long time and was covered with barnacles, and a large number of dolphins and deep-sea sharks were swimming about it. It was probably thousands of miles from the spot where it grew on the banks of the Mississippi. In rough weather it might easily have been mistaken for rocks. There is little doubt that many of the numerous reefs on our charts have as little reality as our supposed wreck. I recall that a few days before we sailed for Georges Banks, the Banks were reported to be out of water by several inward-bound vessels. While surveying them we ran afoul of one of the largest dead whales I ever saw. It measured ninety-three feet in length, and was covered with barnacles. It had drifted in a tide-rip about a mile long, and in a storm it might easily have been mistaken for a sand-bar or a reef. Probably this

WILKES EXPEDITION departs for world cruise in 1838. The voyage by sail in those days took over four years.



whale and the seaweed had been thought to be the exposed Bank; but the Bank was not exposed, for the shoalest water we obtained on the Banks at that time was three fathoms.

WHILE IN RIO DE JANEIRO we received a letter-bag from home by a ship just from New York. Bill Roberts, a Boston boy, got two letters and read them to me. It made me feel badly to hear them, and I asked him if he could write. "Why, I wrote home just before we sailed from Old Point Comfort, and then again from Madeira," said he. Without saying another word, I went down to the berth deck into the yeoman's storeroom, and told him that I wanted to learn to write.

He made some straight marks and some that were not straight on a piece of paper, and told me to copy them in ship-shape fashion. I did copy them every chance I got. Finally I began to think it very silly to continue making those marks, so I asked the yeoman one day to write as plainly as he could the word "mother," which he did. I went to work copying, and covered many fathoms of paper with the precious name.

Erskine took his self-appointed writing lessons seriously. A year after the above incident, he reports that his mentors have assured him that he can write "mother" first rate. In addition, he proudly reports that he can write the words home, sisters, brothers, Roxbury, Boston, Big Dick, Torrent 6, and Hurrah for Jackson, all nations!

By the time his enlistment had expired (at which time he proudly reports that he was able to sign his name on his shipping-over papers for the first time), he was able to mail the following letter to his mother—the first he had ever written:

the Sanwich Islands, 1841

on board of ship Vincens

Mother, Mother, Dear Mother,
while fair away a cruseing amoung the islands of the sea, I never, Oh no Dear mother, I never, never will forget to think of thee. by going to Mr. F. D. Quincy 25 Commercial Street You will get one hundred dollars from

Your absent son Charlie.

AS WE PASSED THROUGH the Strait of Magellan, a vessel was seen from the deck. She looked like a very large ship, broadside on, with her foretop-gallant-mast gone. The captain sent below for his speaking-trumpet to hail her, but by the time it arrived the stranger had vanished from sight. This is an illusion very common in these latitudes. It is called by the sailors the "Flying Dutchman."

This day might be called a nautical show-day, for we had not only seen the crew of the "Flying Dutchman" walking her deck, but had been favored with mock suns and a mirage. The upper is the true sun, while the left-hand and right-hand appearances are the mock suns; but all these were equally bright, and it was hard to tell which was the true one.

Mock suns, mock moons, halos, circles and half-circles, zodiacal lights, the mirage, shooting stars, solar eclipses, gorgeous rainbows, the *aurora australis*, and other rare and beautiful appearances are often to be seen in these latitudes, and some of them are considered by the ignorant and superstitious natives the fore-runners of war, famine, or pestilence.

Some little time after we had a mirage of the ship or a reflection of the *Peacock* presented to us. There were three images of the ship in the air, one inverted, the other two right side up, while a fourth, in the horizon showed nothing but the hull and the stumps of the lower mast, as in the sketch on the next page. On board *Peacock*, at the same time, they had three reflections of our ship. Science tells us that these reflections are caused by concave surfaces of the atmosphere when it consists of warmer and colder strata.

Many months later, and more than half the world away, the expedition often was regarded as legitimate prey by the natives. In the Fiji Islands for example, only a precarious truce could be maintained even under the happiest of circumstances.

*There was good reason for the orders listed below. Loss of vigilance frequently resulted in a gruesome death. However, the day before the incident described below, all hands were entertained in the friendliest fashion by a native dance, games, a feast and entertainment. The crew of *Peacock*, to which Erskine meanwhile had been transferred, reciprocated by presenting a minstrel show.*

WHILE CONDUCTING LOCAL surveying explorations in the vessels' small boats, standings orders were:

1. You will avoid landing anywhere on the mainland or islands, unless the latter shall be uninhabited.

2. Every precaution must be observed in trading with these natives; and no native must be suffered to come alongside, or near our boats, without our boarding-nettings being up. All trading must be carried on over the stern of the boat, and your arms and howitzers ready to repel attack.

3. You will avoid any disputes with them, and never be off your guard, or free from suspicion.

4. Your two boats must never be separated at night, but be anchored as close together as possible.

In the afternoon the officers heard that an attack would be made on the observatory [maintained ashore by expedition members] during the night by a party of warriors from the Chief Vendovi's district. [Their chief was taken a prisoner in irons on board the ship. In 1834, the author states Chief Vendovi had massacred eleven of the crew of the American brig *Charles Daggett*.] The object of the warriors was to secure Captain Wilkes, and by that means compel an exchange of prisoners. The commodore immediately came on board the ship. The observatory was re-inforced by the first part of the starboard watch, armed and equipped for any emergency. The ship was laid broadside to the shore, with springs on her cables, so as to bring the guns to bear on each side of the observatory.

Just before sunset six large war-canoes came to anchor behind a point about a mile ahead of the ship. Our guns were loaded with canister and a stand of grape and the tompions were left out. The battle-lanterns were lighted and placed between the guns. During the night many natives were seen skulking about the observatory.

This night passed, however, without any disturbance, except a false alarm caused by the accidental discharge of a musket in the hands of one of the sentinels, John Van Cleck, a big Dutchman, who swore that "the gun was not loaded," and that "it went off by itself." In the morning we commenced breaking up the observatory, and carried all the instruments on board ship.



GREETINGS from natives and invitations to feasts in friendliest of fashion sometimes resulted in quick death.

WHILE HERE IN THE FIJIS, besides the vessels, seventeen boats had been actively engaged in surveying the different islands, reefs, and bays. We were sometimes absent from the ship fifteen or eighteen days at a time, without ever being out of the boats, and were continually in danger from the treachery of the natives, who were watching for an opportunity to entrap us.

The ship's launch, while surveying one of the Windward Islands experienced a very heavy gale from the south. We sought shelter in Sualib Bay. Here we lay five days waiting for the gale to abate. During this time we saw but few natives. Our store of provisions was exhausted, and we subsisted upon the few fish we could catch, and those we were obliged to eat raw. Occasionally we would secure a few cocoanuts which were drifting by the boats. The third night the rain came down in torrents, and we filled our ten-gallon breaker. This precious supply we used sparingly.

On the fourth day a native swam out to the cutter with five bananas, which were equally divided between the two boats' crews, numbering fourteen men. Our boats had left the ship with ten days' provisions, and this was the twenty-first day we had been absent. At noon the weather was a little more moderate and we prepared to leave the bay.

When we got under way to beat out, standing close

FIJI DRUMMER beats out war signal bringing scores of warriors armed with spears, rushing down on crew.



World Cruise-1838

in shore, in going about we missed stays—and the cutter was thrown upon the reef. After several ineffectual efforts, we found it quite impossible to get the boat off. From the other boat Lieutenant Perry saw our condition and he dropped anchor a quarter of a mile away, in order to assist us if necessary.

At the time of the accident not a native was in sight, but soon after they were seen flocking down to the beach in scores, armed with war-clubs and spears. All our arms and ammunition were soaked with salt water. We were trying to save something in the cutter when Lieutenant Knox sang out:

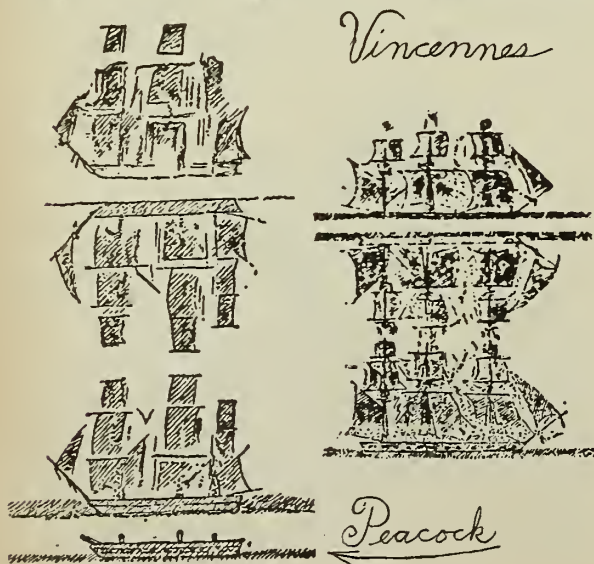
"They are coming! The natives are coming! Make for the launch, my men!" It was fortunate that all could swim, and that, too, on our backs, for the splashing of the water with our hands and feet frightened away those horrible shovel-nosed sharks that were so numerous about the coral reefs.

Even in our perilous position we could not help feeling amused to see the natives trampling one another underfoot in their eagerness to secure whatever plunder there was to be found in the cutter. In their greed they even allowed us to escape, only throwing a few spears, and *ulas*, or short clubs, at us, which we managed to dodge. After stripping the cutter of everything, they dragged her over the reef, up into a grove of mangrove bushes.

As soon as all were safe in the launch we got under way and stood out; but making no headway against the wind and sea, we anchored a good gunshot from the shore. Late in the evening the natives built fourteen separate fires on the beach opposite our boat.

Any ship or boat, or even one of their own canoes, when driven on shore, was by then considered an offering to the gods. The crews of these fated crafts, even though they numbered among them the fathers, mothers, brothers, and sisters of those on shore, were also accounted as offerings to the gods, and, accordingly were clubbed, roasted, and eaten.

MIRAGE SKETCHED by sailor as he saw it during passage through Strait of Magellan was a reflection in sky.



A MONTH LATER, while our first cutter, Lieutenant Alden and Midshipman Henry, and the *Leopard*, Lieutenant Underwood, were surveying the island of Malolo [in the Fijis] they ran short of provisions. Lieutenant Underwood and Midshipman Henry, with several of the boat's crew, landed upon this island and attempted to purchase food from the natives.

The natives raised the war-cry, and then a bloody work commenced. Our officers and crew retreated to the water backwards, at the same time firing and warding off with the bowie-knife pistols the arrows and spears which were flying thick about their heads. Our little band fought bravely, and many of those savages were made to kiss the coral reefs.

Midshipman Henry was knocked down by a blow from a club on the back of the head. He quickly arose, however, and seizing his assailant, plunged his bowie-knife deep into the attacker's breast. The two then fell together, never to rise again.

Lieutenant Underwood, struck on the side of his head by a club in the hand of a gigantic native, fell face downward into the water. This seemed to revive him, for he regained his footing and dealt his opponent a terrible blow on his head with his bowie-knife pistol, which split his head nearly in two. He then turned towards the boats, when he was struck on the back of his head with an *ula*, which was thrown with tremendous force by a native a short distance off, and fell senseless into the water.

In the meantime Lieutenant Emmons in the *Greyhound* had joined Lieutenant Alden in the cutter, and then made for the shore to recover the bodies of their brother officers. They found them stripped of their clothing. Lieutenant Underwood was just alive and as they lifted him he faintly breathed the words, "Tell—her—that—." These were his last. He had been married but a few weeks before we sailed from Norfolk. Beside him lay Joseph G. Clark, and not far from him Jerome Davis and Robert Furman.

Close by the body of Henry were William Leicester and John Sac. They were all stunned. The natives were kept at a distance by the *Greyhound's* crew, while others were bearing the bodies of their shipmates to the cutter. We soon got under way and pulled for the ship. Arriving on board, every attention that affection could suggest was paid to the wounded. Clark's lip, that had been badly torn, was sewed up by our surgeon, Dr. Gilchrist. None of the others were wounded, but were quite severely stunned.

THE NEXT MORNING the *Flying Fish*, on board of which the bodies of the slain had been transferred, got under way and proceeded towards the island chosen for the place of burial.

The sun never rose more clearly, and nothing could have looked more beautiful and peaceful than did the little group of islands as we passed them in succession on our melancholy errand. Arriving at the last one, which was about ten miles from Malolo and uninhabited, we came to anchor. Two of the officers and three of the crew went on shore to select a place and dig a grave for both the victims. At one bell all hands were called to bury the dead. The two bodies were placed in the commodore's gig, side by side, wrapped in their country's flag, and rowed to the lonely little island, followed by other boats with the commodore, several of the officers, and twenty of the sailors (all dressed in white),

who landed to pay this last tribute of respect to those who had gone through so many hardships and shared so many dangers with them.

ON OUR RETURN TO MALOLO, preparations were at once made to punish the actors in this foul deed. The rest of the day and during the night, the ship's small arms were prepared, and parties duly organized for the fight. Several boats, well manned and armed, were stationed around the island, so that none of the natives could escape. At nine o'clock we landed well armed and provided with port-fires and rockets, which we had found so efficient on a former occasion. Orders were given to spare all women and children.

The first town we arrived at was entirely deserted. The natives had taken all their household goods with them. We reduced it quickly to ashes, destroyed their yam and taro patches, and made the next town. When the natives first got sight of us, there went up a shout of defiance. They exhibited no signs of fear.

While awaiting the arrival of Captain Ringold's and Lieutenant Johnson's parties, we descended the hill, and advanced towards the ditch of the town. The natives boldly came to meet us, with a discharge of arrows, and exhibited the utmost confidence.

They in truth believed their town to be impregnable, for it had hitherto withstood every attack made by other Fiji warriors. Its defenses showed no little engineering skill. A ditch twelve feet wide, and full of mud and water, surrounded the whole. Next came a strong palisade, built of cocoanut trunks, placed four or five feet apart, among which was here and there a living tree. This palisade also included a fence of wicker-work, about ten feet high, so strong and dense as to defy all attempts to penetrate or even see through it. Inside of this was a second ditch. In this ditch the natives sought shelter and defended themselves, only exposing their heads when they rose to shoot through the loop-holes left in the palisade.

As soon as we neared the fortification, we spread out so as to outflank the skirmishers, and by a few rockets and a shower of balls showed them they had different enemies from Fiji men to deal with. This compelled them to abandon all the outer works to destruction, and to retire within, where they all united in giving a loud shout of "Lako-mai," ("Come on,") at the same time flourishing their war-clubs and spears.

Having arrived within about seventy feet, we fired on the fortification. Now was seen what many of those present had not before believed; the expertness with which these savages dodge a ball at the flash of a gun. Those who were the most incredulous before, were now satisfied that they could do this effectually. A stubborn resistance was kept up with musketry, arrows, and war-clubs, which lasted about twenty minutes. They believed that it required a larger load to kill a large man than it did to kill a small man.

The defense soon slackened, and many natives could be seen escaping from the rear with their dead and wounded on their backs. A rocket, of which several had already been tried without any visible effect, now struck one of the thatched roofs. Several natives sprang up to tear it off, but that moment was their last, as the roof immediately burst into flames. As soon as the flames were found to be spreading, a scene of confusion ensued that baffles description. The deafening shouts



MASSACRE of Lt. Underwood and Midshipman Henry occurred while trading with natives for new provisions.

of "Curlew, curlew, curlew," by the enemy warriors, the roaring of the fire, the bursting of the bamboos, and an occasional volley from our rifles, will always be impressed on our memories.

In about half an hour this whole town or stronghold of theirs was reduced to ashes. It was evident that large quantities of water, provisions, pigs, etc., had been stored up in the anticipation of a long siege. In the ditch we picked up a number of war-clubs, spears, bows and arrows, several old muskets, fish-nets, tapa, etc.

Our party sustained but little injury. Only one man was struck by a ball which did no other harm than to leave a scar on his right arm. Several were wounded by arrows, but only one, Samuel Stretch, dangerously. In crossing the island to another town, we found the scenery extremely beautiful. In the valleys below us and on the declivities of the hills were to be seen yam and taro patches kept in the neatest order, with the small yam houses, or *lololo*, in the midst, surrounded by groves of tall cocoanut trees and plantations of bananas. All looked quiet and peaceful in strong contrast to the exciting contest in which we had been engaged, and the character of the ruthless and murderous race who had been the occupants of the smiling valley.

Despite the dangers, the expedition continued. After taking on stores at Singapore "which had been waiting for us for several years and consequently was rather stale and musty, particularly our hard-tack," the expedition, now minus several ships, rounded Good Hope and headed for home.

ON THE MORNING of the 10th we made the Highlands of Nevisink, at the mouth of New York harbor. After lying at quarantine for a short time to receive the health officers, we held on our course toward the city of New York. Arriving off the Battery, all hands were called to muster, while the commodore expressed to us his thanks for the manner in which we had conducted ourselves during the cruise, and stated the confident belief that we should receive from the Government such reward as the successful result of the cruise and our long and perilous services entitled us to.

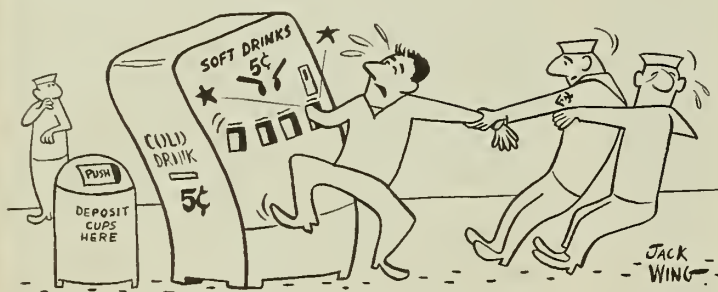
As soon as our gallant ship—our home for four long years—was safely moored, a steamboat came alongside and took all hands with bags and hammocks on board. We soon landed, and were again free men in the land of freedom; and a jollier set of tars it would be difficult to conceive of. To be relieved from four years of confinement and from the severe discipline of a man-of-war was bliss indeed.

END

TAFFRAIL TALK

MACHINE BITES MAN. It's getting so you just can't trust any of those contrivances allegedly designed to make life easier. When one of the infernal automatic contraptions intended to dispense soft drinks refused to operate, Don Heaverlo, SOSN, of NTC Bainbridge, Md., thumped the reluctant gadget in hopes of getting his drink or his nickel back. When neither happened, Heaverlo tried the more subtle approach of reaching up into an innocent-looking porthole, only to find his arm grasped as firmly as his nickel.

After considerable time had elapsed, cognizant authorities decided the only way to solve the problem, short of cutting Heaverlo's arm off, was to dismantle the machine completely. By the time Heaverlo was free, he decided he didn't want a drink, after all. The refrigerating gizmo had been turned off so long the drinks were warm.



Former staff member of *ALL HANDS*, Bill Miller, QMC, stationed at Little Creek, Va., recently became a life member of the U. S. Naval Institute. This, plus a \$500 cash award, was his prize for writing the winning essay in this year's Naval Institute Enlisted Essay contest.

★ ★ ★

At the beginning of this New Year, the *ALL HANDS* staff would like to extend its most sincere thanks to all who have cooperated in the past with its aim to make this magazine the most accurate and authentic publication concerned with news of the Navy that is humanly possible.

Our special appreciation to those individuals—officers, enlisted personnel and civilians—ashore and afloat, in the field and at BuPers (not to mention Operations, Archives, Historical Foundation and the various bureaus) who have contributed their stories and ideas, and, with varying degrees of patience and forbearance, have borne the principal burden of painstakingly answering our thousand-and-one queries and who have conscientiously checked every fact in the book.

Our debt is great to those men of the Fleet and to the many PIOs, who have contributed to *ALL HANDS* the account of their activities in the form of news releases, anecdotes, cartoons and superb photos.

Come to think, our thanks are extended to just about the whole Navy. It's the Navy that makes *ALL HANDS*.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given *ALL HANDS*. Original articles of general interest may be forwarded to the Editor.

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Distribution: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of *ALL HANDS* prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: BLUEJACKETS of Pacific Reserve Fleet go aloft to slush down the rigging of USS Oyster Bay, (AVP 28).

ALL HANDS



NEXT!



LOOK TRIM

**ANOTHER
NAVY
TRADITION**

SOOIAL SCIENCES ROOM

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

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FEBRUARY 1955



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

FEBRUARY 1955

Navpers-0

NUMBER 456

VICE ADMIRAL JAMES L. HOLLOWAY, JR., USN

The Chief of Naval Personnel

REAR ADMIRAL MURR E. ARNOLD, USN

The Deputy Chief of Naval Personnel

COLONEL WM. C. CAPEHART, USMC

Assistant Chief for Morale Services

TABLE OF CONTENTS

	Page
This Outfit Has Everything You Want	2
Sailors Turn Trout-Farmers in Alaska	6
The Word	8
Get Your Thinking Cap—Ideas Are Needed	10
Navy Family Album Features Reunions	12
Little 'Old Salt' Inspects the Ranks	15
Breaking Through the Paper Barrier	16
What About My G.I. Bill Benefits?	20
Your Navy's Other Bean	23
Letters to the Editor	24
Cold Water Test	30
Special Feature	
Survival Skills That Really Hold Water	31
Chart: Survival Swimming	32
Today's Navy	36
Sports	40
Servicewise: News of Other Services	42
Bulletin Board	44
Trips for Sailors at Isolated Bases	44
Roundup of Enlisted Correspondence Courses	47
Officer Designator Codes	50
Directives in Brief	53
Decorations and Citations	56
Book Reviews	58
Book Supplement: Sounding the Sea—1872	59
Taffrail Talk	64

LCDR F. C. Huntley, USNR, **Editor**

John A. Oudine, **Managing Editor**

Associate Editors

G. Vern Blasdel, **News**

David Rosenberg, **Art**

Elsa Arthur, **Research**

French Crawford Smith, **Reserve**

• **FRONT COVER:** NAVY PATROL PLANES are on the lookout for trouble from any direction. Whether it's a strange craft in the skies or a sudden change in weather or a distress signal in the sea below, the eyes of aircrewmembers, like the one pictured here, will start warnings or help on the way.

• **AT LEFT:** GUN CREW of USS Randolph (CVA 15) take their battle stations during combat drill while the carrier is on training maneuvers.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.

This Outfit Has Everything You Want

YOU MAY NOT KNOW IT, but you have a personal interest in the 160th birthday of the Supply Corps this month. No matter where you are, whether in Tokyo, Tunis or Tacoma, it is suggested that you drop around to the local supply office, cut yourself a piece of cake and wish the members of the Corps well. For here are the men who are primarily responsible for these items—as well as more than a million others—including those which affect closely the comfort and well-being of all of us—such matters as pay, food and clothing.

You'd do well, too, to take a look at the program telling the story of the Supply Corps' accomplishments. The displays to be found at almost every supply installation are the result of months of planning and each, in their own individual way tell the Navy and the rest of the world better than mere words, the story of the Supply Corps.

At Naval Supply Depot, Bayonne, N. J., for example, plans to celebrate the anniversary are typical. Cargo and materials-handling operations show Navy efficiency in action in dockside and warehouse areas. Guided tours will depict progress made in developing better materials-handling devices,

such as newly-developed cargo nets, improved incline loaders and packing research equipment.

Every member whether Supply Officer, storekeeper, disbursing clerk, commissaryman, ship's serviceman, steward, or civilian employee, has reason to take personal pride in the job of supplying the Fleet.

From that day, 23 Feb 1795, when Israel Whalen became the first Purveyor of Public Supplies for the Navy (as well as other governmental activities) up to the present, the Supply program has continued to grow until its operation spans oceans and continents to fill the Navy's requirements for maintenance and operation of bases and ships in all parts of the world.

There's a big difference in the size of the Supply Corps of today and its counterpart of 160 years ago, but the jobs and the men still have striking similarities. In those days, the purser—the businessman of the early Navy—purchased the food and clothing, paid the crew and saw to it that each man received his daily ration. When his ship engaged the enemy, he helped man a gun or grabbed a cutlass.

Today's Supply Corps officer may

be a comptroller, a top-flight industry-trained purchasing agent, a scientist engaged in research or an expert in management. Like his historical counterpart, he too has his battle station.

Here's the story, briefly told, of how the Supply Corps came into being, and the steps which have brought it from the one-man Purveyor of Public Supplies to the complex, efficient giant it is today.

Israel Whalen was not, of course, the first supply officer in American naval history. He was preceded by the pursers or "supercargoes" of the merchant marine of colonial times. These agents were the personal business representatives of ship owners.

These were the anonymous men who served with the Navy of Revolutionary War days. It was not until the attacks on American shipping by the Barbary pirates, after the adoption of the Constitution in 1787 and the authorization by Congress to "provide and maintain a Navy," that the chain of events began which resulted in today's Supply Corps and BuSandA.

Events moved slowly even in those days. President Washington signed

TYPICAL SHIP LOADING scene of 19th century shows supplies being loaded aboard sailing vessels in New York City.



the first Naval Armament Act on 27 Mar 1794. This Act authorized the construction of four frigates of 44 guns each and two of 36 guns each.

The Act also authorized a complement of 10 commissioned officers, 14 warrant officers, 28 petty officers and a crew of 307 (including marines) for the 44-gunners. Pay for the commissioned and warrant officers was fixed by law and ranged from \$75 per month and six rations a day for the captain to \$14 a month and two rations a day for the boatswains, carpenters, sailmakers and gunners. Purser were authorized to receive \$40 per month and two rations a day.

Pay rates for petty officers and the crew were left to presidential determination, "providing that the whole sum to be given for the whole pay aforesaid shall not exceed \$15,000 a month and that each of said persons shall be entitled to one ration a day."

Important in Supply Corps history is the fact that these ships were directed to carry a purser of warrant officer grade, appointed by the President. The purser's responsibilities included meeting the "victualing" requirements of his ship, selling the men articles of clothing known as "slops" and keeping an accurate account of the wages of the crew—not actually paid with money but certificates countersigned by the captain. The purser also had to purchase all articles for use of the ship.

In 1796 the United States was maintaining a naval force with only several thousand dollars a year. Three years later, appropriations had increased to nearly \$3,000,000, primarily because of the creation of the Department of the Navy by Congress in 1798. In this period of expansion the famous *Constitution* and *Constellation* along with approximately 60 other vessels were built or purchased.

"Civilian Navy Agents," appointed by the Secretary of the Navy, were hired to help administer supply functions ashore. A letter of 7 Oct 1799 written by SecNav to the Navy Agent at Norwich, Connecticut, indicated that the duty of an agent was to see that the proper stores and supplies were delivered to the Fleet at the time required.

The letter advised the Navy Agent that "pistols and powder will be shipped you from New York and Six guns from Philadelphia so as to arrive by the time they are wanted. You will also receive a quantity of Kentledge."



TODAY'S SUPPLY CORPS goes everywhere supplying the ships with many and varied needs of a large and complex Fleet sailing the waters of the world.

This was pig iron used for ballast.

The science of supply took a big leap forward in 1804, during the war with Tripoli. The ketch *Intrepid* transferred a cargo of fresh provisions to the squadron under Commodore Edward Preble. In importance, this occurrence 151 years ago ranks high in the solution of the problems of logistics. It enabled the Commodore to remain at sea and enforce a continental blockade of the port of Tripoli and was the prototype of modern Mobile Logistic Support—the concept that makes it possible for our Fleet to be completely supplied at sea.

For two years, attempts to cut off Tripoli's supplies from the sea had proved ineffective due to heavy winds and continual shortage of provisions.

Preble was determined in the third year of the war to maintain a tight blockade. He sailed his ships in weather so foul that his flag was the only one on the sea. The squadron was on short rations which for a time

only allowed two and a half quarts of water per day per man and included "Peas, Rice and Grog Water."

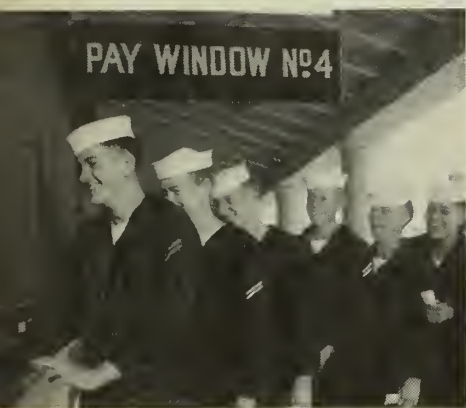
Relief was finally afforded when *Intrepid* appeared off the weather bow of the U. S. brig *Argus*, a ship in Preble's squadron, nine days out of Syracuse, Island of Sicily. *Intrepid* carried fresh provisions, loaded by an early counterpart of the Supply Corps Officer ashore, Navy Agent George Dyson.

According to the order book aboard the *USS Constitution*, Preble's flagship, the manifest included such non-standard stores as 4 bullocks, 1 calf, 13 pigs, 62 sheep, 42 fowl, and 300 pounds of hay and corn for the livestock. Also included were such delicacies as 900 eggs, 100 melons, 2 baskets of peas and "3 casks of old Hock." Four thousand gallons of water were aboard.

The pursers of that time were required to have a thorough knowledge of banking, accounting and commercial subjects. Because of this they



MILES OF CRATED CARGO await overseas shipment at modern Navy supply depot. Below: Recruits of yesterday wait enlistment pay from supply officer.



usually came directly from civil life. Another requirement was that they had to possess the ability to speak French and Spanish with sufficient fluency "to do business with them."

Development of the titles assigned to what is presently known as the Supply Corps and Bureau of Supplies and Accounts provides a thumbnail history of the development of their functions. 'BuSandA' as it is known by its present title, dates back to 1892. Before that time it was designated as the Bureau of Provisions and Clothing, established with the first Navy bureaus back in 1842. 'Bu-SandA' is the 'home office' of the Navy's Supply, Fiscal and Transportation operations.

The title 'Supply Corps' is equally recent—dating to 1919. It was preceded by the name 'Pay Corps,' which goes back to 1870 and before that by the Congressional edict of 1860 that "Pursers in the Navy of the U. S. shall hereafter be styled Paymasters."

In 1818, *Navy Regulations* gave a certain degree of recognition to the purser by listing his duties and privileges for the first time since he be-

came a commissioned officer.

Until 1893 each man received individual rations which were usually pooled together by the men in each berthing area. These small eating groups were known as "berth deck messes." Just prior to, and during, the Spanish-American War several of our larger ships experimented in feeding the crew off a consolidated mess. This general mess idea proved so successful that the Navy stopped issuing rations to individuals and, in 1901, adopted the new system. One year later, the first Navy cook book was issued.

December 7 1941 touched off a global war that soon became a battle of supply lines. Naval expansion and rapid technological developments found the Supply Corps faced with the necessity of meeting a sudden transition from a relatively small-scale, decentralized operation to a centralized operation obtaining the tremendous amount of material necessary to support an all-out war.

The nature of the conflict made it necessary for us to support entire fleets thousands of miles from home ports. Supply facilities, organized and manned by Supply Corps officers, sprang up all over the world to sustain the fighting units.

Major fleet components cruised for extended periods of time without returning to port. Thousands of items had to be replenished at sea. A highly developed Mobile Logistic Support concept made this possible. No stopping, no waiting—while the Fleet was still under way, the lines were whipped over from supply ship to fighting ship and the Fleet was fueled, provisioned and supplied with all necessary replenishment items.

The idea of replenishment at sea which took root more than 150 years ago at Tripoli now came into its own and enabled our vessels to remain at

THEN AND NOW. Above: Pay day today. Below: Food now and in 1800s. Right: Modern SC officer checks orders.



sea, in any chosen area for any desired length of time.

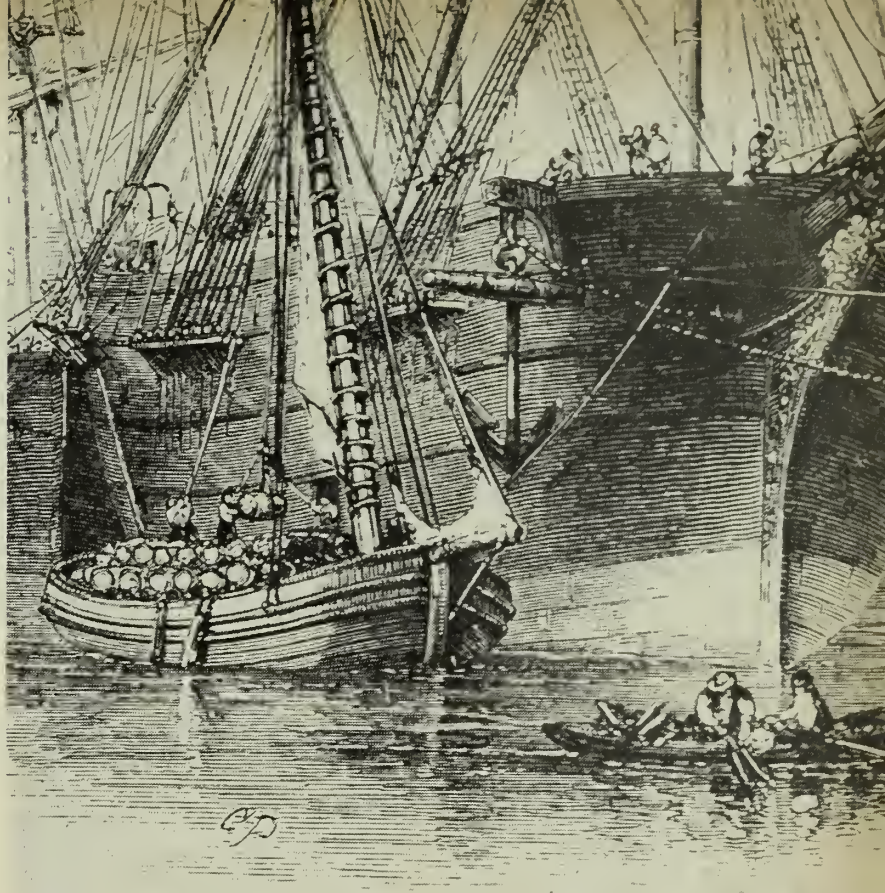
Immediately prior to the attack on Pearl Harbor the Supply Corps consisted of approximately 2200 officers, including 1400 Reservists. By the end of WW II the Corps had grown to 16,800 officers, of whom 14,900 were Reservists.

Today, Navy supply operations mesh like gears in a well-oiled machine. Take food, for example. It must be bought, paid for, packaged, shipped, prepared and served. The kind of food needed must first be determined. In the Supply Corps, *Inventory Control* establishes how much is on hand and how much will be needed, *Purchasing* negotiates the transaction, *Disbursing* pays the bill and *Accounting* acts as watchdog for the taxpayer.

The company delivers the food to a supply center or depot where *Packaging* gets it ready for shipment. Mechanized equipment operated by *Materials Handling* personnel moves it from warehouses to piers, freight yards or airports, where it is placed aboard ships, trains, planes or trucks for movement to the Fleet.

In fiscal 1954, the Navy consumed 1,750,000,000 pounds of food, enough to fill a freight train reaching almost from Boston to Baltimore. That is only one item of supply. There are 1,400,000 items in the supply system, ranging from gun barrels to sealing wax, from sailors' trousers to anchors, which must be procured, stored and issued as required to fill the needs of our Navy on a global basis.

For the man at sea, the Supply Corps does its best to keep him well fed and paid. It operates Ship's Stores where he can purchase sundry items such as shaving cream, dentifrice, candy or smokes. The Corps also supervises the operation of the laundry,



LIGHTER, a small harbor craft shown in old sketch, is used to load supplies including oil drums aboard large sailing vessel in New York harbor in the 1880's.

barber shop, tailor and cobbler shop.

Supply Corps personnel pay all military and civilian employees of the Navy. They also distribute more than 450,000 allotment checks monthly, most of them to dependents of Navy personnel. These must be deducted individually from the pay of each Navyman who requests it.

Under the pay plan, a Navyman gets paid on pay day no matter how many times he has moved in a month or how many ships he has served on. Even if he is fished out of water by a rescue craft on pay day, he gets his pay on the rescue ship.

During fiscal 1954, the Supply Corps processed more than 3,774,000 vouchers for supplies and services totalling \$15,858,000,000, including 4½ billion dollars for military and civilian salaries.

All these figures add up to one thing: In spite of its quite respectable age, the Supply Corps shows no sign of hardening of its logistic arteries. Every Navyman can extend his congratulations to the entire supply organization and be glad that, in celebrating its 160th birthday, it has achieved a maturity based on a century and a half of serving the Fleet.

OLD-TIME PURSER bartered for supplies. Center: Today's Supply Officer's problems are larger but similar to old (at rt.).





STEELHEAD TROUT are rounded up and driven through apex of weir spanning Karluk River by KCC members.

Sailors Turn Trout-Farmers in Alaska

ONE OF THE MOST UNUSUAL CLUBS in the Navy is the Kodiak Conservation Club at the Kodiak, Alaska, Naval Station. This club, formed in December 1952, combines recreation with useful and needed work.

The purpose of the club, besides furthering the Navy recreation program, is to help restock the depleted fishing streams and wildlife in the Alaskan territory.

The formation of the group came about after the 1952 fishing season had ended. It became obvious that something had to be done if a reasonable and healthy fish population were to be maintained.

The club, consisting of military and civilian Navy personnel, last year set its aim at preserving and fostering fish and wildlife in Alaska.

With almost 100 members working during their off-duty hours, they converted what had formerly been a dairy barn into a base of operations at the Kodiak Naval Station. Next came the establishment of a "field office" on the Karluk River, located on the opposite end of the island, about 100 miles from the station.

Three months after the club became organized, half of the members journeyed to the Karluk River site to set up a camp. In a driving snowstorm, they unloaded and erected a prefabricated building to serve as their "field office."

In the meantime, back at the Naval Station, those who had stayed behind were building a hatchery in a stream-fed gully known as Devil's Canyon. But first, a dam had to be

built to ensure that an even supply of water would be available.

So by the time the steelhead trout run began, they could be "milked" and the fertilized eggs taken to the hatchery. "Steelhead" is the name given to the rainbow trout that goes to sea, growing somewhat larger than its landlocked counterpart.

The Karluk River was chosen as the spot to begin the egg-taking operation, since that river is considered one of the best trout streams in the world. The entire operation of the club is under the direction of a representative of the U.S. Fish and Wildlife Service.

The eggs were taken from "trophy size" rainbow trout—the proper name for steelheads. The eggs were put into burlap lined baskets and trans-

LSM 161 crew delivers eggs from Camp Karluk. Right: L. M. Wolfe, PRC, prepares shipping box of 200,000 eggs.



ported by ship and plane back to the hatchery at Kodiak. About 1000 steelheads were "milked" and each produced approximately 3000 eggs.

The "big hatch" occurred in July and a ceremony was held with some three million tiny trout as guests of honor. Of the first year's "crop" of trout fingerlings, two million were planted in waters on the Alaskan mainland and the remaining million were used to restock Kodiak Island.

The U.S. Fish and Wildlife Service purchased the baby fish distributed on the mainland and, for the first time, the club had some operating funds. Up to that time, funds had come from a two dollar initiation fee and voluntary contributions.

Having reached their first year's goal of three million baby trout hatched and planted, the club turned their efforts more toward recreation. However, work still continued. Shelters and picnic areas were constructed on the lakes and streams used by the Naval Station personnel.

But the big thing during the winter of '53 was the formulation of plans by the KCC for the coming year. With its membership almost doubled from the year before, the KCC built a boat and made prefabricated sections for a new mess hall at Camp Karluk.

At the hatchery, the club installed an incubator to control the water temperature. By the time the 1954 "trout farming" season was to begin, the KCC would be in a better position to increase their production.

The 1954 goal was set at three and a half million eggs to be taken from the Karluk River steelhead.

From the Kodiak hatchery this past year, nearly three million

"eyed" fertilized eggs were flown to the Anchorage-Fairbanks and Panhandle area (around Ketchikan) for replanting under the supervision of the Fish and Wildlife Service. The Anchorage-Fairbanks egg plant was an all-Armed Forces operation. Navy supplied the fertile eggs, the Air Force provided air transportation and Army personnel assisted in the gravel bed planting. The plant was made in the streams around Lake Louise, where military personnel on the mainland frequently go for rest and recreation trips.

Another 100,000 eggs were flown to the U.S. Naval Station, Adak, Alaska, where the first fish hatchery in the Aleutian Chain was activated. The Adak hatchery, which is strictly an all-Navy operation, is under the supervision of Vernon H. Rehder, GMC, USN. Rehder received his technical training in fish culture from the Fish and Wildlife representative at the KCC hatchery.

The man behind this idea of better fishing for the personnel at the Kodiak Naval Station is Rear Admiral John Perry, USN. Admiral Perry, as a commander, was the first commanding officer of NAS Kodiak, Alaska, in 1941. Eleven years later, he returned, this time as Commandant 17th ND and Commander, Alaskan Sea Frontier.

Admiral Perry foresaw what would happen to the fishing conditions in Alaska if man didn't help nature restore fish and wildlife. Since fishing and hunting are the biggest sources of recreation for naval personnel in Alaska, it was a "natural" that recreation and restocking Alaskan water should go together.

—J. W. Braby, JO3, USN Com17.

ADAK HATCHERY manager, Vernon H. Rehder, GMC, and his assistant Donald Grapp, MEC, pour in eggs flown from KCC to start new hatchery this year.



HELICOPTER is loaded with trout 'fry' to be dropped by air into lakes and streams not easy to reach by road.



EGGS are removed from hatchery for planting. Below: Elmer G. Hoel, AO1, checks development of eggs in trays.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **NUCLEAR COURSES**—An increased need for officers trained in the field of nuclear engineering has created openings in two postgraduate courses and applications from Naval Reserve officers on active duty and additional applications from qualified Regular Navy officers are desired.

One course, Nuclear Engineering (Advanced) will be at Massachusetts Institute of Technology and the other, Mechanical Engineering (Nuclear Power) will be at the U. S. Naval Postgraduate School, Monterey, Calif.

All applicants, whether Regular or Reserve, must meet the educational, operational and eligibility requirements as set forth in BuPers Inst. 1520.15a.

The applications, along with the necessary obligated service agreements prescribed, must reach Bureau of Naval Personnel not later than 18 February.

Officers who have previously applied for these courses are not required to resubmit an application under the new provisions.

• **WAR CLAIMS**—If you had deposits or other credits in Philippine Island banks at the time of the Japanese occupancy and they were seized by the Imperial Japanese Government, you may file claim for recovery.

Benefits under the War Claims Act of 1948 have been extended by Public Law 744 of the 83rd Congress to allow personnel who have not been

repaid or whose credits have not been reestablished to file claim for recovery of these assets.

These claims must be filed with the Federal Claims Settlement Commission, Washington 25, D. C., on or before 31 Aug 1955, the expiration day of Public Law 744.

• SHIP DESIGNATION CHANGES—

The Navy's new *Mitscher* class vessels will no longer be known as destroyer leaders, according to a recent change to Classifications of Naval Vessels and Service Craft (SecNav Inst. 5030.1). They are now called *frigates*, although they retain the identifying letters "DL," while the vessels which were formerly known as frigates are now known as *patrol escorts*. They retain the "PF" identification, however.

Other changes and modifications add the *corvette* (DDC) and the *guided missile destroyer* (DDG) to the combatant vessel lists. Funds for conversion of existing destroyers to these types are contained in the Navy's budget for fiscal 1956.

An auxiliary vessel, the *cargo ship, dock* (AKD), has also been added to the classification list. The AKD is similar to the current LSD and is being built for MSTs.

• **SECURITY CHECKS**—When applying for a commission in the Regular Navy or Naval Reserve, certification of satisfactory completion of a National Agency Check or Background Investigation may now be submitted in lieu of a Fingerprint Card and National Agency Check

Request forms under certain circumstances set forth in BuPers Inst. 5521.6. Use of the certificate is expected to cut delay and unnecessary duplication of effort in the processing of applications for appointments or reappointments.

Recent security regulations require that no individual be appointed, commissioned or recalled to active duty as an officer without prior completion of a satisfactory National Agency Check. The Instruction points out, however, that many applicants for commission (such as LDOs and Medical Service Corps officers) are already serving on active duty as warrant or commissioned officers and have had a previous satisfactory National Agency check completed.

Under the new directive, commands and activities processing applications for appointments or reappointments to commissioned status in the Regulars or the Reserve may substitute a certificate of satisfactory completion of a National Agency Check or Background investigation for the National Agency Check and Fingerprint Card forms under the following circumstances:

- The applicant must be serving on active duty as a warrant or commissioned officer.

- Positive evidence must be available to affirm the completion of a satisfactory National Agency check or background investigation since 14 Sep 1950.

The Instruction points out that the term "positive evidence" is meant to include only 1) a copy of a certificate of final clearance based upon a completed satisfactory National Agency Check or Background Investigation, or 2) a copy of results of a satisfactory National Agency Check or Background Investigation forwarded by the Office of Naval Intelligence to the command concerned.



PASS THIS COPY ALONG—Don't go out of bounds with this issue of ALL HANDS—It's intended for 10 readers.

• **FURLOUGH FARES** — Furlough fares for Navymen on active duty and other members of the armed services have been extended by all passenger-carrying railroads until 31 Jan 1956. This means that you will be able to take advantage of the reduced rates while traveling in uniform while on written authority for leave, pass or furlough, including liberty cards but not identification cards.

Tickets will be good only over the same route in both directions for 30 days from date of sale and will include regular stopover and baggage privileges.

You will not be able to purchase furlough-fare tickets for travel under orders, travel out of uniform, or one-way travel.

• **CLASS A SCHOOLS** — Voluntary obligated service requirements for Class A schools have been lengthened by BuPers Inst. 1510.7A which became effective 1 Jan 1955.

If the length of a course of study is 20 weeks or less you now must have two years of obligated service at the time of entry into the school, instead of the previously required 18 months.

Obligated service requirements for a course of 21 to 40 weeks duration is three years; for a course of 41 to 50 weeks, three-and-one-half years; and for any course over 50 weeks the obligated service required upon entry into the course is four years. Previously, the requirements were two years, two-and-one-half years and three years respectively.

Obligated service requirements for Class B and Class C schools remain unchanged.

• **NAVAL SECURITY GROUP**—Full details on eligibility requirements and methods of application for duty with Naval Security Group activities have been made available in BuPers Inst. 1306.23B.

Generally only personnel in the ratings of ET, TE, RM, YN or PN who are in pay grades of E5 and below will be accepted for this duty. Only those whose training, experience or aptitude indicate an unusual fitness for duty with the Naval Security Group will be granted a waiver from this rule.

Navymen in applicable ratings who wish to apply must meet the

eligibility requirements for a cryptographic clearance as set forth in instructions issued in accordance with Article 1511, OpNavInst 5510.1A. In addition they must have less than eight years' total military service and have at least three years' obligated service remaining on their current enlistment. An agreement to extend in order to obtain the minimum of three years obligated service is acceptable.

All personnel transferred to duty with the Naval Security Group will be required to qualify for and request change in rating to communications technician within a period of three years. If they fail to do so they are then transferred to other duty.

Details of the method of application for this duty are listed in the instruction.

• **BROKEN SERVICE REENLISTMENTS**

—Men in certain pay grades of 56 ratings who have been discharged more than three months but less than one year may be reenlisted in the same pay grade they held, provided the reenlistment is effected by 30 Jun 1955.

Note that the reenlistment bonus will only be paid if they reenlist within 90 days of discharge.

Former Navymen in the following ratings are eligible under this program: QM1, QM2, QM3; RDC, RD1, RD2, RD3; SOC, SO1, SO2, SO3, TM2, TM3; GM2, GM3; FTC, FT1, FT2, FT3; GSC, GS1, GS2, GS3; AQC, AQ1, AQ2, AQ3; GFC, GF1, GF2, GF3; MNC, MN1, MN2, MN3; ETC, ET1, ET2, ET3; IM1, IM2, IM3; OM2, OM3; TEC, TE1, TE2, TE3; RMC, RM1, RM2, RM3; CTC, CT1, CT2, CT3; YN2, YN3; PN2, PN3; MA2, MA3; SK1, SK2, SK3; DK2, DK3; CS2, CS3; SH2, SH3; JO1, JO2, JO3; LI2, LI3; DM1, DM2, DM3; MU1, MU2, MU3; MM1, MM2, MM3 EN2, EN3.

MR1, MR2, MR3; BT1, BT2, BT3; EMC, EM1, EM2, EM3; IC1, IC2, IC3; ME2, ME3; FPC, FP1, FP2, FP3; DC2, DC3; PM2, PM3; ML2, ML3 SV1, SV2, SV3; CE1, CE2, CE3; CD1, CD2, CD3; CM1, CM2, CM3; BU1, BU2, BU3; SW1, SW2, SW3; UT1, UT2, UT3; AT1, AT2, AT3; AC2, AC3; AE1, AE2, AE3; AM2, AM3; PR2, PR3; AG1, AG2, AG3; TD2, TD3; AK2, AK3; PH2, PH3; HM2, HM3; DT2, DT3.

QUIZ AWEIGH

Some two thirds of all Novymen will be taking the annual CPO exams or the semi-annual exams for other petty officer grades this month. So "take five" from your studies and see how well you can do with our monthly quiz—one or two of the questions could possibly help you out in your exam.



1. This twin-jet aircraft is the (a) AJ-1 Savage (b) P5M Marlin (c) F7U-3 Cutlass.

2. This plane is used as a (a) fighter (b) bomber (c) photo reconnaissance plane.



3. The Navyman is working on a (a) guided missile (b) drone (c) rocket.

4. If you've answered the above question correctly, you'll know that it is used as (a) a gunnery target (b) a test for radar equipment (c) a missile to down enemy aircraft.



5. When you see a ship flying this pennant, you'll know that (a) she's recently been commissioned (b) has the SOPA on board (c) she's headed back to her home port.

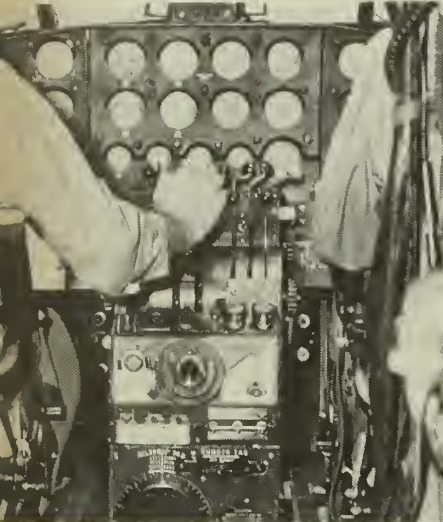
6. To qualify for this pennant, the ship must have (a) been commissioned within the past year (b) three men on board who have been attached to the ship since commissioning (c) spent at least a year overseas away from her home port.

You'll find the answers to the quiz on page 55.

Get Your Thinking Cap



A WAY TO FLOAT sodium fluorescein dye in water and (below) another dial to detect carbon monoxide in cockpit of airplanes are needed.



FOR A LONG TIME the Navy and other U. S. armed forces have been plagued by a comparatively simple problem. It is to produce "an inexpensive method of rapidly converting snow and ice into drinking water in quantity."

You're wrong—"Melt it" isn't the complete answer.

If you give the situation a moment's thought, you'll realize that a great deal of concentrated heat is required to melt enough snow and ice in the quantities required for personnel uses as well as the operation of even a comparatively small vessel. Before melting, there's the problem of designing and creating sufficiently large containers to be capable of withstanding the heat required to melt the snow or ice. Your gadget can't take much room because someone must find a place to store it aboard ship.

The more you think about it, the more interesting the problem becomes. If you are intrigued by puzzles of this nature, you'll be interested in a pamphlet which contains a special list of technical problems which have been frustrating the military for a long time. It has been compiled and issued, with the cooperation of all the armed forces, by the National Inventors Council, a branch of the Department of Commerce.

In its 24 pages are listed a great variety of problems ranging from the need for a practical method of destroying tell-tale tracks of men on foot or in vehicles across snow fields, to intricate technical problems such

as the development of a new type of communication that need not depend on electrical impulses, electromagnetic waves or sound waves.

These puzzlers do not necessarily conflict or overlap with those research programs now in progress by the Office of Naval Research or the research activities of the other military services. Most are of crucial interest to all the armed forces as well as other government agencies or civilian enterprises and, as such, solutions are welcomed from any source.

Since the formation of the Inventors Council in 1940, more than 300,000 proposals have been submitted for possible use. Many of these have resulted in untold savings in men, materiel, time and money.

The Council is not only interested in problems listed in their booklet, but will welcome any item that might be of interest to the military services, "anything from toothpicks to tanks."

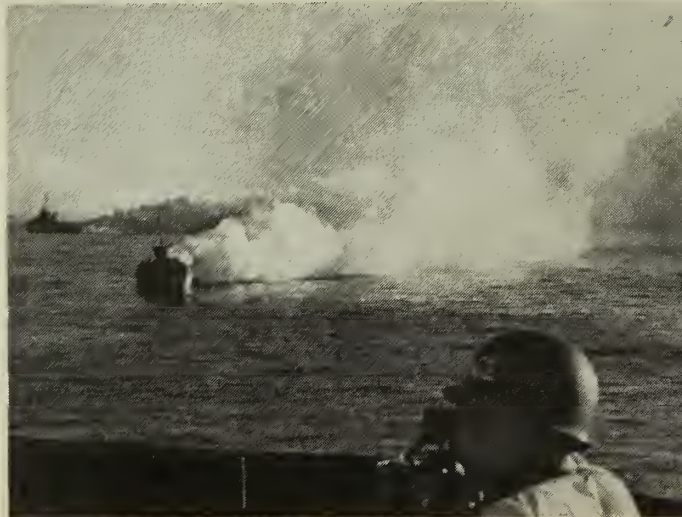
Some of the listed needs which Navymen might find interesting to think about are:

- A new type arresting hook material that will satisfactorily perform its function under the severe service conditions presented by off-center arrested landings, including the impact loading and high energy heat evolution which is caused.

- A simple, inexpensive, lightweight and small device to indicate the presence of carbon monoxide in the cockpit or crew spaces of aircraft.

- A method of floating sodium fluorescein dye just below the surface

MELTING THIS for drinking water is big problem for which answer is sought. Right: More colored smoke is wanted.



New Ideas Are Needed

of the water to prevent too rapid dispersal in rough water. The sodium fluorescin dye which is currently in use to mark objects or humans in the ocean, sea or lakes, is heavier than water and tends to sink out of sight.

- New methods of making colored smokes.

- A means, other than sonic, for determining direction and range of an underwater target.

- The development of aircraft instrument dials and markings which will have improved readability for both day and night use.

- Development of lightweight equipment for translating speech into writing, which can be put into general use.

- Development of a chemical or other material that will melt snow or ice at temperatures as low as -65°F . for use on runways. The material must have no corrosive effect on metals used in aircraft.

- A radical method for rapid discharge of large quantities of military supplies from ships.

A total of over 200 problems are presented in the listing and while many of them do not apply directly to the Navy or Marine Corps, but rather to the Army and Air Force, it is a distinct possibility that Navy men can help supply some of the answers.

In the past few months several Navy inventors have come forth with ideas that have saved the Navy money and time. While these inventions weren't listed by the Council, they might well have been.

A run down on Navy inventors would go into the hundreds, maybe the thousands, for as one man put it, "there is a little of the inventor in each of us." For them, and all Navy men, the list is a challenge.

It's a simple matter to submit an idea to the Council. No special forms are required and the services of an attorney are not necessary. They would like to have each proposal submitted as a separate document and typewritten if possible. The description should be as complete as the inventor can make it and should include the following information:

- Some reference to the principles underlying the apparatus.

- A discussion of any experimental work or tests that have been conducted.

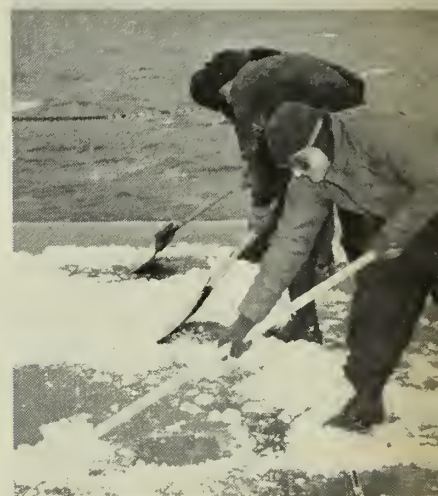
- The particular points of novelty or superiority of the invention as compared to existing devices or practices.

To get the list of problems or to submit an idea that may help solve one of them, write to either the Inventions Evaluations Branch, Office of Naval Research, Washington 25, D. C. (the liaison office between the Navy and the Council), or directly to the National Inventors Council itself, the U. S. Department of Commerce, Washington 25, D. C.

So there you are. Put on your thinking caps. Maybe you can expound on the idea to melt snow and ice. Who can tell, your idea may be the one that will work. You never know till you try. —Bob Ohl, JO1, USN.

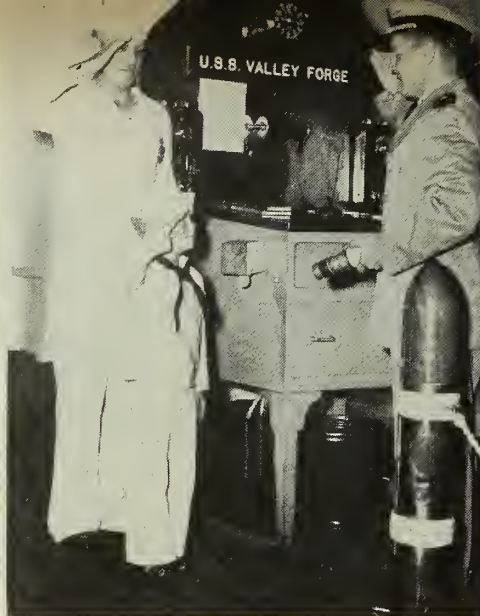


GIANT 'SKY HOOK' to unload with one sweep and (below) a chemical to take the 'elbow grease' out of snow removal are present problems.



PUT IT IN WRITING. Simple way to convert speech into writing and (right) stronger arresting hooks are needed.





FAMILY COMBOS—MIDN CPO (now ENS) S. Boggs and father; F. W. Sparkman and son; Buss twins, Tidaback bros.

Navy Family Album Features Reunions

THE U. S. NAVY is one big "family." Made up of many different "clans," such as the Smiths, Joneses, Sampsons, Davises, Tates and Rataczaks, there are probably more blood-brother, father-son and brother-sister combinations on duty in the Navy than in any other outfit of comparable size.

You don't have to take our word for it. "Seeing is believing" is the old saying, so take a look on these pages and see for yourself. Most of these relatives aren't serving on the same ship together, and it's a big event when they get together for a reunion at home or abroad. Incidentally, official regulations concerning the assignment of male members of an immediate family to the same ship are contained in BuPers Inst. 1306.33 of 29 Apr 1953, and BuPers Manual (1948), Articles C-5203 and C-5209.

Some of the photos on these pages show sets of brothers and fathers and sons who do serve together; others are of members of an immediate family who have enjoyed reunions thousands of miles from home. Take the case of the Scott boys from Lyman, Miss., for instance.

Edsel was an airman serving in *uss Randolph* (CVA 15) and the last he'd heard, his brother James, a seaman, was stationed at Charleston, S. C. It had been almost a year since they'd last seen each other.

What Edsel didn't know was that

James had since been transferred to *uss Murray* (DDE 576). So when the two ships were in the same port in the Mediterranean recently, James made a bee-line to the aircraft carrier to visit Edsel. It was like old-home week when Edsel felt a tap on his shoulder and turned to see his brother.

The opposite to the Scott boys' reunion is the story of the Davis brothers, Elbert and Leroy. These two brothers from Beaufort, S. C., joined the Navy together in 1929 but they've *never* had a reunion. The reason is quite basic—the two men have never been separated during their 24-year naval careers. Since their original enlistment, the Davis brothers have served together on-board *uss Concord* (CL 10), *uss Colonial* (LSD 18), *uss Cabot* (CVL 28) and *uss Tarawa* (CVA 40).

Their only two shore-duty billets have been at AGRS, Charlotte, N. C., and NAS Weeksville, N. C. The two brothers, both chief machinist's mates, were transferred to the Fleet Reserve last year.

Another set of brothers, the Rataczak twins, can almost equal the Davis's record. During their 18 years' naval service, Donald and Arnold Rataczak, both chief commissarymen, have served together for 14.

After enlisting in Joplin, Mo., in 1935, the twins served in the gunboat *uss Jamestown* (PG 55) and *uss Detroit* (CL 8) before being

separated during World War II. After the war, the Rataczak twins joined forces again in *uss Sierra* (AD 18) and on shore duty at Norfolk, Va.

Another interesting sidelight on the Rataczak twins' careers is that they have both made all their rates at the same time, including their acting and permanent appointments to chief petty officer. Incidentally, both brothers were married in 1947. To twin sisters, of course!

Although it is unusual nowadays to hear of brothers having served their entire naval careers together, it's not out of the ordinary to see brothers serving together in the same ship. All of these cases, naturally, are at the requests of the individuals. According to the instruction concerning assignment of brothers to the same ship or station, transfer of members of the same immediate family to the same units may be made only if the personnel concerned are eligible for transfer under provisions of current directives and provided further that such transfer is consistent with the needs of the service.

A good example of the Navy's being a big "family" is the Folks brothers serving in *uss Whetstone* (LSD 27). Macie and Tracie Folks, 21-year-old twins and their 23-year-old brother Arlie, are the "active duty" segment of the Folks clan. Two others from the Folks family, brothers to the



WAVE K. Reeves and father; LT P. Anderson and sister Trudy, AC1; Wielgoszynski brothers; Henry and Theodore.

Whetstone's trio, are in the inactive Naval Reserve.

Here are some other recent instances where brothers, mostly through "the luck of the draw," have been assigned to the same ship for duty.

- Stanley Sampson, RM1 USN, and Louis Sampson, RM2, USN, are serving in *uss Power* (DD 839) and are touted to be the best radiomen-brothers in the Atlantic Destroyer Fleet. Stanley, the ship's "speed king," can transmit and receive at 45 wpm while brother Louis is capable of 35 wpm.

- The attack aircraft carrier *uss Princeton* (CVA 37) isn't claiming any sort of record, but among her crew, at last count, there were 39 sets of brothers.

- On board the cruiser *uss Columbus* (CA 74), there are seven sets of brothers as well as a father-son combination.

- Lieutenant Paul Anderson, USN, and his sister Trudy, AC1, USN, had to wait more than 10 years before being assigned duty together. After they were sworn in together in 1942, their respective naval careers didn't cross until they met in 1953 at NAS Norfolk, Va.

- Numbered among the crew of the destroyer tender *uss Piedmont* (AD 17) are 23 sets of brothers.

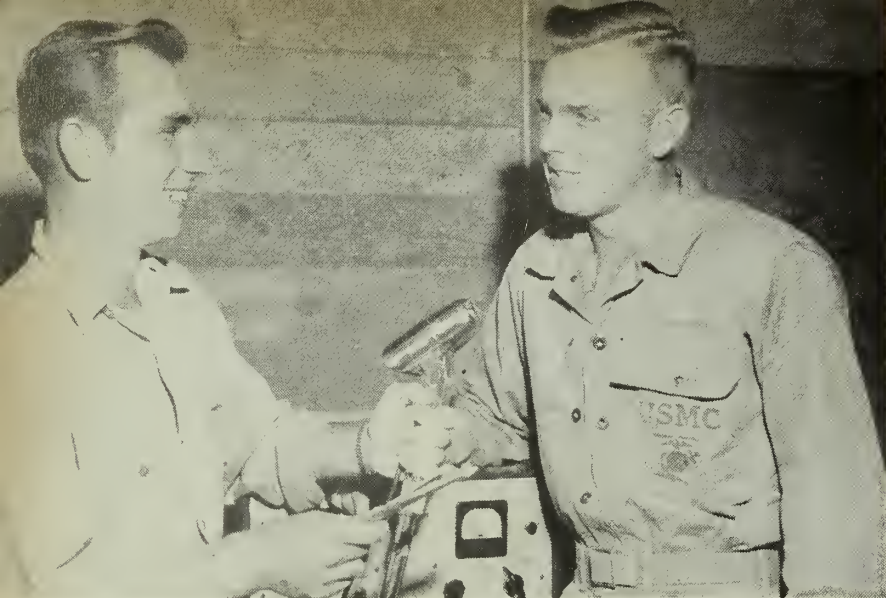
- *uss Bryce Canyon* (AD 36) has 10 sets of brothers among its crew while the attack transport *uss Lena-wee* (APA 195) numbers nine sets of brothers on board.

Although there are many instances of brothers serving at the same duty



PART OF THE 39 sets of brothers get together for photo on board *USS Princeton* (CVS 37). Below: Sampson brothers—Stan and Louis; J. Potts and father.





NAVYMAN Roland E. Ingrand, SN, USN, met his brother, Raymond, a Marine second lieutenant, in Korea. They had not seen each other for two years.



CHIEF MACHINIST'S MATES Leroy (left) and Elbert Davis celebrate 24 years in Navy. Below: Tracie, Arlie and Macie Folks catch up on news from home.



station together, there are also many, many other sets of brothers and father-son combinations in the Navy who have never been—and probably never will be—assigned together.

But during the course of their careers, as Navymen or Marines, the paths of these men usually cross, although probably thousands of miles from home. Take the case of Robert and John Tate of Athens, Ohio. The two brothers hadn't seen one another for more than four years. Robert was a first class yeoman in the Navy and brother John was a Marine.

Robert was serving with the U.N. peace negotiations team in 1952 and John was attached to the 7th Marines when they met in Korea—a long way from Athens, Ohio.

Another reunion story to arrive recently at ALL HANDS told how a father met his son whom he hadn't seen in over four years. Homer B. Potts, CSC, USN, serving in *uss Bataan* (CVL 29) met his son in a Navy uniform for the first time when they met in Sasebo, Japan.

Chief Potts' son is a seaman serving in *uss Piedmont* (AD 17) and the two had a brief but happy reunion when their two ships happened to be in port at the same time.

Some Navymen can't wait to see their young offspring in uniform and on duty with the USN. What do they do? They outfit their youngsters with a set of whites and make them "Sailors for a Day."

Young Frank W. Sparkman, III, son of Frank W. Sparkman, Jr., BM1, USNR, had the experience of being a "Sailor for a Day" on board *uss Valley Forge* (CVA 45). Rigged out in a sparkling white uniform, complete with a first class boatswain's mate crow, young Frank spent a day as "Master-at-Arms" on the "Happy Valley." Of course, it'll be a long time before young Frank III can officially join the ranks of the "Navy Family."

While it will be some wait for Frank III, the Navy will always have a big "family." Younger brothers, and even sisters, follow the example of the older sons and their fathers in joining the sea forces.

These brothers and father-son combinations may at some time get assigned duty together. But even if they don't, it's quite likely they will meet up with their Navy relatives when and where they least expect.

—Rudy C. Garcia, JO1, USN.



Little 'Old Salt' Inspects the Ranks

IT WAS QUITE AN AFTERNOON'S experience for the recruits of Company 227, NTC, Bainbridge, Md., when they were inspected by an "Old Salt" who had spent more than half of his life at the Center.

The "salty one" turned out to be little Billy McCaull, Jr., son of Quartermaster First Class McCaull, who sporting his best "dress blues" was properly received and straightaway started his task as fast as his two-year-old legs could carry him.

In spite of his small stature and short passage of years Billy proved to all that he was to be justly called "Old Salt." After being appropriately met at the door by the company commander, Chief Engineman Guy M. Rose, USN, he proceeded to

inspect the ranks of new sailors and their lockers in true naval tradition—complete with a bawling out for an incorrectly stenciled hat, the righting of a drooping neckerchief, and a demonstration on how to stow gear.

Following the formalities of the "inspection" Billy relaxed and "let the boys gather around to hear a few salty yarns" to carry into Navy life.

Top: Billy inspects the ranks. Everything was "looking up." *Upper Right:* Chief Rose extends greetings to Billy. *Lower Right:* Billy gives brief lecture on how to wear the neckerchief, saying "that's what my Dad would have done." *Lower Left:* Recruits listen to salty yarns. That's Billy's proud Pop sitting next to him.

—Jack Upham, PN3, USN.



Breaking Through the Paper Barrier

OKAY, SO YOU DON'T like paperwork. You're in good company.

Chances are pretty good that protests against "paperwork" have been underway since the time mud tablets were first scratched by stylus. No doubt, Phoenician sailors grumbled at the time wasted in filling out forms just as much as yeomen, captains and admirals grumble, wince and sigh as they attack the mountains of paperwork required to operate our present-day Navy.

One of the classics in this category is that of the Duke of Wellington, who expressed himself to his superior in rank in this fashion:

"My Lord: If I attempted to answer the mass of futile correspondence that surrounds me, I should be debarred from all serious business of campaigning. I must remind your Lordship—for the last time—that so long as I retain an independent position, I shall see that no officer under my command is debarred, by attending to mere quill driving in your Lordship's office—from attending his first duty—which is, always has been, so to train the private men under his command that they may, without question, best any force opposed to them in the field.—Wellington."

History is silent as to the effectiveness of his comments—but not as to his success in combat.

However, your Navy *is* doing something about "mere quill driving."

While paper-saving efforts had been underway for some time before the outbreak of World War II, the need was fully realized when the outbreak of hostilities put a greater pressure than ever on space, time and manpower utilization. Previ-

ously, most ships and stations had been keeping records for many years on the assumption there was always room to stow them "just in case we might need them someday."

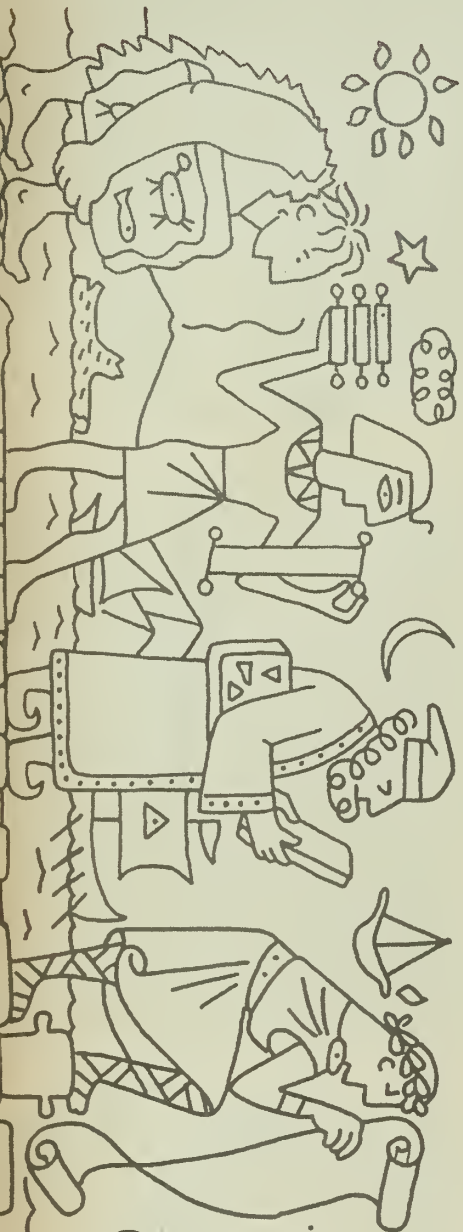
It was discovered that the paper workload posed a real threat to the fighting efficiency of the Navy's ships. Every inch was needed for accommodations for additional men and the stowage of supplies and ammunition. Every filing cabinet, every pound of paper meant just that much less space and weight available.

Planners received a real jolt when an unnamed researcher came up with this comparison:

- On 24 Feb 1814, the 42-gun *Constitution* captured two British men-o-war, *Cyane* and *Levant*, after a spectacular action of 40 hours. *Constitution* at that time had been in service 18 years. If an inventory had been prepared of her records before she went into that action, it would have shown a volume of material filling only two file drawers.

- On 11 Oct 1942, 128 years later, the *uss Boise* (CL 47) added another brilliant chapter to U. S. Naval history. In only 27 minutes of action, *Boise*, aided by other ships in the American force, sank two heavy cruisers, one light cruiser, and three destroyers. *Boise*, at that time, had been in service four years. An inventory of her records showed 240 file drawers filled with the paperwork then required in the running of a modern ship of the fleet!

On closer inspection, the researcher discovered that *Boise*, as compared to *Constitution*, had: 1) six times the tonnage; 2) two times the personnel; and 3) 120 times the volume of records!



That was a thought-provoking comparison, even making allowances for the tremendous growth of the Navy during the past 150 years. Of course, a large part of that paperwork was—and still is—essential to the exacting requirements of a modern warship. But how did that huge volume of paperwork come about, and could anything be done about it? To answer the first question first, here's what had happened:

Since those early days of the good ship *Constitution*, a highly technical and complex fighting force had been developed through many improvements in ship and aviation design equipment and construction.

With every new development, policy was revised, new methods originated, new instructions issued. The Navy had to be prepared for any eventuality. This required close coordination of all ships and stations.

To operate effectively, the Navy had to write, distribute, interpret and maintain literally millions of orders, directives, vouchers, personnel actions, requisitions, and related reports and records.

This added up to a lot of paperwork. At one time, the Navy found it necessary to handle approximately 130,000 pieces of paper every minute of every working day. That translates, roughly, into 70,300 pounds of paper every hour.

It was realized that paperwork couldn't, of course, be eliminated completely but a practical solution had to be found. Some of the nation's best office management "brains" were called in.

Believe it or not, the first step was *another* form. It made good sense, though. It consisted of a questionnaire distributed throughout the Navy. Only two questions were asked: 1) *What forms and reports do you fill out and forward which you feel could be eliminated?* 2)

What forms and reports do you feel could be eliminated?

The results were impressive. When the tabulations were completed, it was found that everyone agreed that more than a thousand reports and forms could be eliminated without being missed. Some were modified. Another campaign resulted in more than 200 reports and forms being discontinued or modified.

The lessons learned during World War II laid the keel for Navy's present records management. This program has grown until it now includes techniques for *records disposal, reports and forms management, correspondence systems, directives systems, mail and file systems and the use of office equipment.*

Creating reports is (in some respects) like having children. The original cost isn't too great but the cost of handling or "bringing them up" is terrific. A Navy-wide reporting requirement can be established in a minute, but it may require thousands upon thousands of man-hours to collect the information. Nearly every report starts a whole series of "feeder" records and reports.

Today, the Navy attempts to eliminate those reports that are unnecessary, to combine those that are related, and to create new ones that are simple and easy to use.

The elimination of an unnecessary form can save money not only in the printing shop, but also in your ship or station, where many hours will be used in filling the forms, reading them, and filing them.

We are gaining in our battle against excess paperwork. In fiscal 1954 alone, here's what the Navy accomplished through the analysis of forms:

- 21,169 forms were eliminated.
- 6249 forms were revised.
- 12,006 forms were standardized.

- 3161 forms were consolidated into 752 forms.

Here's a single example of what happened in a relatively small portion of the naval establishment: at the Shore Patrol area offices of one Naval District, a total of 44 different forms were being used to handle violations. After a study of the forms, it was found that five standard forms could do the job as well as the original 44, and much more cheaply.

Simplifying the forms and procedures meant an annual savings of 9000 man-hours for shore patrol personnel in that district alone.

Another example was the complete inventory report on ordnance material required of each ship and station in the Navy. By using punch card equipment, the Bureau of Ordnance now forwards previously prepared lists of ordnance material to ships and stations.

All the vessel or activity has to do is make the necessary changes to the list and return it to BuOrd. This little change has saved the Navy 225,000 man-hours annually and has made reporting easier for everybody concerned.

In fiscal 1954, BuOrd alone eliminated 2362 reports and 1427 reports were revised. It is estimated that more than a million man-hours were saved throughout the Navy through the elimination or revision of these reports alone. That's like adding 550 people without extra cost. And that is just one case of the man-hours saved in the fight with paper.

Reports and forms, however, are but a little part of the Navy's "paper snowstorm." Such matters as letters, mail handling, Navy directives, old records and office machines play a big part in the Navy's paperwork problem.

Here are some of these items and what the Navy is doing to help you



to accomplish your job as a "paper mate."

- **1,000,000 Letters, 1 Style**

Letter writing in the Navy probably occupies more time than any other single job. Tens of thousands of letters originate daily in offices of ships, stations and the bureaus. Millions of man-hours are consumed in preparing, receiving and processing these letters.

Navy manages its correspondence by deciding what styles of letters are best and establishing those styles as uniform for all activities. Since everyone who is involved in reading or writing Navy letters goes by the same set of rules, handling of correspondence is made easier.

Besides, you don't have to learn a new set of rules when transferred from one billet to another. The time saved in training alone is worth thousands of dollars.

- **Keeping Up with The Mailman**

Every day in an office brings a new batch of incoming mail and a new stack of papers to be filed or routed. Mail handling and filing are often monotonous and tedious tasks. Yet the effectiveness with which an entire activity does its job may depend very directly on the speed and accuracy with which you handle these office operations.

In mail handling, the problem frequently lies in the fact that either *too much mail is controlled or the control system is too complicated*. Too much control might mean, for instance, a policy of logging in every incoming communication or document at one or more places. As a rule, only a small percentage of the papers that enter an office actually needs such rigid control.

Uniformity in the Navy's filing methods is aided considerably by the *Navy Filing Manual*, which has been in effect for more than 30 years. Its rules are so flexible that it can be

used for all but a very few highly specialized files.

Yet it provides enough uniformity so that if you are familiar with it, you can go into any file room and in short order, file and locate material.

- **Navy Encyclopedia of Know How**

It wasn't so long ago that written instructions were issued under a variety of labels: *circulars, bulletins, memoranda, pamphlets*, and so on. Each had its own kind of identification—either serial number or combination of letters and numbers. They were filed in a variety of ways and different ways used for revisions.

Now, under the Navy Directives System, most information is issued either as an Instruction or Notice, depending on whether the material is to remain in effect permanently or only temporarily.

Each directive is assigned a subject number according to a table used throughout the Navy. This conveniently groups all information on a subject regardless of the activity originating the directive. The new system also distributes directives on a need-to-know basis, which has substantially cut down the number received, read and filed by each activity.

- **Throw It Out!**

Records disposal techniques is the art of knowing what to throw out, and when. It has perhaps the most easily measured financial benefits of any of the records management techniques. The plan is clear and easy to follow. Based on disposal schedules, records are removed from active files and either destroyed or sent to a naval records management center where they are inexpensively maintained.

Records in the centers are eventually destroyed or sent to the National Archives for permanent retention. Schedules have been approved for the destruction of nearly 99 per cent of all Navy records. This decreases the number of files han-

dled while preserving records of permanent value. Also, there is a saving in space needed for filing equipment. Space is one of the most essential items aboard ship.

- **Making Molehills out of Mountains**

Many records can be economically microfilmed. A file drawer of documents will go on a reel four inches in diameter and one inch thick. For example, blueprints for a transport plane will occupy over 35 cubic feet and weigh more than 900 pounds. On microfilm, these same blueprints will fit into less than a half cubic foot and weigh only 16 pounds.

- **Enter Electronics**

Just as in gunnery and navigation, electronics is stepping in to make office operations swifter and more automatic and accurate. So rapidly are strides being made in office machine improvements that people are beginning to talk of the "mechanical offices" of tomorrow.

When a machine can perform an office task efficiently, it not only saves money but frees a man previously tied up in paperwork. An important part of the Navy's paperwork management program is to help activities determine what jobs machines can do and then assist in selecting the right machine.

- **What Can You Do To Help?**

Accomplishing the paperwork management mission in the Navy is an "all hands" job. Every office in the Navy, from those in the Pentagon to those on the smallest ship, must do its part to carry it out. It requires thinking about what you're doing and developing easier and more efficient ways of getting the paperwork jobs done.

Naturally, the mission won't be accomplished overnight. Set up a timetable to carry out your plans. You'll defeat the purpose if you upset your entire operation and then end up with the attitude that things



Is Paperwork Getting You Down? Here's Check-Off List

What can you do in the Navy's battle with paperwork management? In the accompanying article some of the basic problems were presented—with their solutions. Here are a few more which you can readily apply, whether you're a division yeoman or the commodore of a destroyer squadron.

• **Review**—Check all the reports that you are required to submit and those that others submit to you. Determine whether the reports are still serving their original purposes. Make sure that all the information is being used.

What would happen if some of these reports were eliminated? If they can't be eliminated, is it possible to combine one report with another? Find out if your subordinates are spending more time reporting the information to you than the information is actually worth.

• **Check Your Forms**—Are the different forms you're using the best you can obtain? Is the form current? Is the information needed? Are there clear-cut instructions for the use of the form? Are the forms you're using at your particular activity good enough to be standardized and made available to other ships and stations in the Navy?

• **Check Your Letter Writing**—Determine how much time is spent in drafting, re-drafting, typing, re-typing, reviewing, re-reviewing, signing and forwarding correspondence. Are personnel thoroughly trained in the "Navy way" of correspondence as outlined in the *Navy Correspondence Manual*? Do you keep information and file copies at a minimum? Study your correspondence and see if form letters or standard paragraphs can be developed to speed letter-writing operations.

• **Mail and Files**—Analyze your mailing and filing practices. Find out if you're over-controlling your incoming mail. How long does it take your incoming mail to reach the "action desk?" Check your files—Make sure that the *Navy Filing Manual* is being followed and that cross-filing is not being carried to the extreme.

• **Records Disposal**—This is a big item, since everybody has a tendency to keep more than he needs. Make sure that the records retirement schedule for material in your files is followed. Make recommendations to the retirement schedule if and when you think it's necessary.

• **Office Equipment**—In addition to having the right man for the right job, make sure that you're

using the right machine for the right job. Make sure that your office equipment is being used and maintained properly. Don't keep surplus equipment around. Would a revision in your methods make some equipment available for other tasks? Don't order any new equipment unless you're absolutely sure you need it.

The above ideas are just a "starter." Once you get underway, you'll probably see many other things you can do to increase your office efficiency.

Since every man in the Navy is directly affected by paperwork, it naturally becomes an "all hands" project. First off, though, see what you can do about swabbing down your own deck.

As you develop new ideas, talk them over with your leading petty officer or division officer. Your commanding officer and division officers can get a lot of good advice from the local management staff, the management staff of your bureau, and the District Records Management Office.

The idea is that as each activity in the Navy, from the small tug to the Office of the Chief of Naval Operations, improves its individual office methods, a chain reaction will be started that will benefit the entire Navy.

should have been left the way they were. Start in one place and settle that problem first.

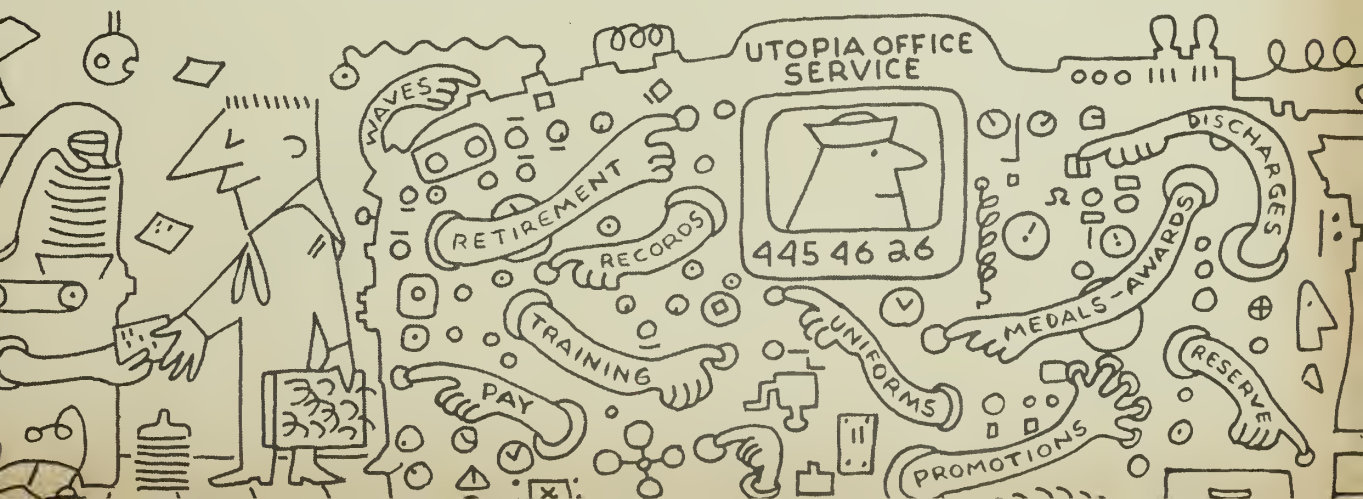
A good place for each of us to start is at our own desk. How does it look? Is the top the picture of efficiency? How about the drawers in your desk? How about your INCOMING, OUTGOING, HOLD

and FILE baskets? Are they emptied every day?

What about the papers that cross your desk? What do you do with them? Should you be receiving them? Do you receive any that don't concern you? How about your filing, storage and supply cabinets? How are they maintained and do they

need cleaning out?

Wherever we turn, there's paperwork around us. It's been with us since the days of our forefathers and it will be around long after we're gone. Although we'll never defeat it, we can eliminate a lot of the unnecessary paperwork and make our job much more enjoyable and efficient.





CALL OF THE SEA—In shipping over this sailor wants to know about service benefits and G.I. rights that he will retain.

What About My G. I. Bill Benefits?

The announcement of the "terminal date" of 31 Jan 1955 for Korean wartime service benefits has raised a number of questions among Navy readers. The following article will serve to answer most of these questions, particularly as they apply to Navymen interested in shipping over for another tour. Certain legal aspects of the proclamation may be subject to interpretation; additional rulings that affect Navy veterans will be covered in future issues.—ED.

PETE BROWN, SN, a first-cruise sailor, has a problem on his hands. His enlistment is drawing to a close and he is undecided about shipping over. There are certain aspects about returning to civilian life that appeal to him. But there are certain aspects about continuing life in the Navy that appeal to him, too. They just about equal out.

"These various veterans' benefits a man receives when he gets out of the service," he reasons. "If I reenlist, won't I miss out on them? I understand that January 31 is the final date for Korean wartime benefits. What effect does it have on me?"

Very little. That terminal date principally affects men who first enter the service after 31 January. Men in the Navy before that date are entitled to both peacetime and wartime benefits of the Korean conflict. If Pete ships over now, most of those benefits will continue after the end of his next cruise.

"If I leave the Navy now, I'll be considered a veteran," says Brown. "But I don't see how I can be a veteran if I ship over."

It doesn't make any difference whether Pete leaves the Navy or reenlists—he'll still be a veteran. Here's what happens: When Pete reenlists, he'll receive his DD Form 214—his 'Report of Separation from the Armed Forces of the U. S.' He receives this form at the end of each enlistment whether or not he reenlists. You might say his 214 technically qualifies him as a vet for the purposes of veteran benefits. This is the form needed for GI home loan provisions.

Pete has a shipmate who is a PO3 with a four-year enlistment and a one-year extension behind him. He has shipping-over problems, too.

"I like my duty," says the PO3. "And even my wife thinks it's pretty good. But I'm still not sure about going for twenty. I like the reenlistment bonus and the service benefits. But what would I be entitled to in the way of veterans' benefits if I sign up for another four years? We're thinking of buying a house. Won't I miss out on home loans, for instance?"

Not necessarily. The PO3—or you, or any other enlisted Navyman—is entitled to both service benefits and veterans' benefits when he ships over. He is, of course, entitled to the big three service benefits: reenlistment bonus, mileage allowance and lump sum for unused leave. In addition, there is the mustering out pay to which his service before 31 January entitled him. That amounts to quite a tidy sum—as much as \$1800 in some cases. As a Navyman, the PO3 can buy a house whether or not he uses his GI loan.

At the end of his next enlistment, he will still be entitled to most, or perhaps all, of the various Korean GI Bill benefits he rates at the end of his present cruise.

He would also, of course, be entitled to the traditional veteran benefits which the government has provided for many years. Some of them go back to the Civil War. Homestead preference is one, for example, which was of considerable importance at one time and is still retained for those veterans who are interested. There is also hospitalization, as well as payment for service-connected and non-service-connected disabilities. Burial in a national cemetery is also included in this category.

However, Pete and his friend are both young and healthy and not particularly concerned about burial in any type of cemetery. It's more important for them to know that most, or perhaps all, of the Korean GI Bill wartime benefits are at their disposal. Although the date of 31 January has been set up as a "terminal date" for the Korean GI benefits, they have already established their eligibility by having had service in the Navy before 31 Jan and they'll keep it.

"Terminal date" is the date which the President set ending the right to receive entitlement to the Korean 'wartime service benefits.' It is 31 Jan 1955. Those Navyman on active duty before this date—whether on a first enlistment or a successive one—will be eligible for the Korean GI Bill benefits. Those coming on active duty for the first time after 31 January will not be eligible.

The situation for Navyman at the present time is comparable to those World War II sailors whose enlistments were drawing to an end in 1947.

On 25 July 1947—almost two years after the shooting had stopped—the deadline date was set up. That 'terminal date' was 25 July 1947. Men



QUESTION MARK AT SEA—Maneuvering ships provide illustration of situation of a sailor deciding career.

on active duty as of that date were just as eligible for veterans' benefits as the men who were paid off the day the shooting stopped almost two years earlier.

A pamphlet (NavPers 15855A) goes into detail on all veterans' rights, benefits and privileges. Take a look at it in your free time.

The full story of G. I. rights, benefits and privileges are listed. For the purpose of discussing them here, they may be arranged in three groups: short-range periods of entitlement, intermediate range, long-range periods.

Group One Benefits — The first group of benefits is formed of those which hold for relatively short periods—periods of from 120 days on up to four years *after the end* of an enlistment. That is, the deadline dates for starting to take advantage of

these particular benefits occur within certain periods after the end of an enlistment.

Here are some of the Group One Benefits:

- **G.I. Education and Training**—The benefits under this heading are best known of the shorter-range group.

The deadline for completing Korean G.I. education is 31 Jan 1963. Since a maximum of 36 months of training or education is allowed, a man could start his education or training as late as January 1960 and still receive the full ration. A man must start this education, however, within three years after the end of an enlistment in which he was serving on 31 Jan 1955.

Put another way, a man who reenlists or extends his enlistment for two years this spring, summer or fall will have until the spring, summer or fall of 1958 to begin his 36 months of schooling. A Navyman could *extend* his enlistment for the full four years and still be entitled to this benefit.

- **National Service Life Insurance**—Entitlement to the following "post service insurance privileges" is also retained when you reenlist. These privileges apply after a period of service.

After a final period of service—whether it be a first, second, third or what have you—there is a certain NSLI grace period of 120 days being held open for you. If you apply within that time you may reinstate under certain conditions, both NSLI permanent insurance and term insurance without taking a physical.

- **USAFI Courses**—You have until nine months after a final period of service to complete a USAFI course started during that enlistment.

WHEN THEY "GO NAVY" they will want to know benefits they are entitled to and weigh advantages of Navy career.



Group Two Benefits—This group takes in those “held for you” benefits with periods of intermediate length. They hold their entitlement from five to 15 years. You don’t lose any of these by reenlisting now.

● **G.I. Loan**—Under the G.I. Loan—or more precisely, government guaranty of loans—the Veterans Administration guarantees payment of portions of loans. These loans may be used to purchase or construct a home, to purchase a farm or business, to buy farming or business equipment, etc. Since World War II, a large number of career Navymen have taken advantage of this benefit for home-buying purposes, even though on active duty.

Men on active duty with more than two years’ service now have a new type home-buying benefit working for them—and available exclusively to persons on active duty. This is “housing insurance.” Briefly, “housing insurance” gives the FHA authority to insure loans for men in service up to 95 per cent of the appraised value of the home, to a maximum of \$17,100. The Navy pays the mortgage insurance, which is one half of one per cent of the loan. This subject is fully discussed in Jan 1955 issue of ALL HANDS.

If you should use your “housing insurance” on your present enlistment you’ll still be eligible for the G.I. home loan at the end of this enlistment. Whether you reenlist or not—it makes no difference.

What’s more, if you have already used your G.I. loan privilege you may still apply for the “housing insurance.”

The big picture at this point, however, is the “held for you” aspect of the various G.I. loans. For those on active duty on or before 31 Jan 1955 the final deadline for applying for

a Korean G.I. loan is 31 Jan 1965. And signing up for another term of service will not jeopardize your eligibility to this loan.

● **Discharge Review**—The deadline for this benefit (if you want to call it a benefit) is 15 years after the end of your enlistment.

● **Vocational Rehabilitation**—This is still another of the intermediate range benefits not jeopardized by reenlistment. No specific deadline for initiating claim or beginning training has been set. Training based upon service on or before 31 Jan 1955, however, must be completed by 31 Jan 1964.

Group Three Benefits—The long term “held for you” benefits, rights and privileges form this group. More benefits muster under this heading than under the first and second groups combined. It not only contains several of the traditional veteran benefits, but a number that came into being during or after World War II.

The man now on his first enlistment will rate entitlement to them. So will the man who reenlists now. Even the man who puts in his “twenty” and transfers to the Fleet Reserve—except for Social Security credits—rates entitlement to them.

Here is a rather full round-up on the benefits in this group to which you are entitled:

- **Homestead rights**
- **Civil Service preference**
- **Farm loan benefits**
- **Hospitalization**
- **Domiciliary care**
- **Out-patient medical and dental treatment**
- **Prosthetic appliances**
- **Special “wheelchair” housing**
- **Social Security credits**
- **Burial in a National Cemetery**
- **Correction of service records**

And finally, monthly payments for:
● **Service-connected disability compensation** or for **Nonservice-connected disability pension**.

All the preceding benefits are provided by the Federal Government. Many of the states have set up their own provisions for assistance to veterans and their dependents.

Among these are: *unemployment compensation benefits, employment and Civil Service preferences, education opportunities for children of deceased veterans. Also, domiciliary homes for veterans, hospital benefits in state or county hospitals and land settlement benefits.*

As with the Federal benefits, a period of active service is the big factor in entitlement to these. And at present a second cruise is just as much a period of service as the first.

Included in the pamphlet is a category called “survivor’s rights and benefits.”

If you consult the pamphlet, you’ll find these listed:

- **Reimbursement of burial expenses**
- **Certain Civil Service preferences**
- **Certain Social Security benefits**
- **Loan guaranty benefits for unremarried widows.**

The best known of this group are the monthly payments for death compensation or death pension.

The term *survivor* as used here does not necessarily mean the wife or children. In some cases it can mean the parents.

“It seems to me,” says Pete, “that reenlisting at the present time or extending my enlistment won’t jeopardize my eligibility for entitlement to the great majority of—what I mean is, shipping over won’t throw a curve into my vets’ benefits.”

That’s about the size of it.

—Wm. J. Miller, QMC, USN

WITH NEW INSURANCE LAW John J. M. Harper, Jr., AD2, USN was able to buy home at right while on active duty.





Navy's Other Bean

YOU CAN NO LONGER SAY that the Navy exists on beans. Prior to World War II this was a popular joke. Today, the bean still plays an important part in the Navyman's life but it is the coffee bean rather than the Navy bean that has the high rate of consumption.

Whether you're just going on a midwatch or relaxing in quarters, a cup of "Joe" always hits the spot. Facilities for brewing these beans aboard ship range from giant 60-gallon urns, for mass production at meal times, to the simple pots scattered throughout the vessel at coffee messes catering to the desires of five to 10 men.

Upper left: An average of 120 gallons of coffee are consumed during daily meals by crew of a destroyer. *Upper right:* Working party stacks new supply of coffee on main deck. *Right:* Navy airmen take time for a slug of "Joe" while working on helicopter. *Lower left:* Big pot makes 60 gallons. Two are used for one meal on CA. *Center:* Little pot supplies five to 10 men at coffee messes throughout ship. *Lower right:* Highline brings in new supply of coffee at sea.



LETTERS TO THE EDITOR

Travel on Space Available Basis

SIR: I am going on a Mediterranean cruise in the near future and would like to have my wife meet me in Europe. I've heard scuttlebutt to the effect that dependents can travel to Europe on military air transportation on a space available basis.

Can you tell me if this is true?—G. J. D., LTJG, USN.

• *You've got the facts wrong. Dependents of personnel attached to ships operating in the Mediterranean are not eligible for travel via MATS aircraft on a space available basis. They ARE eligible for space available travel via MSTs vessels provided your ship will be in the Mediterranean area for six months or more.*

Further information on this matter can be found in BuPers Inst. 4621.1 of 12 Aug 1952.—Ed.

Rank upon Retirement

SIR: My permanent grade is Chief Warrant Officer (W4) but I am serving as a lieutenant commander under a temporary appointment effective 1 Mar 1954.

BuPers Notice 1400 of 3 Sep 1954 states that all appointments are affirmed by the President.

BuPers Inst. 1801.2A dated 5 Oct 1954 states (under Part D(5) of Encl. 1) that rank on the retired list will be the one in which serving if appointed or affirmed under the Officer Personnel Act of 1947.

If I apply for voluntary retirement under the Act of 21 Feb 1946 (34 USC 410b) and the application is approved would my retirement pay be based on the pay of a lieutenant commander or on that of my permanent W4 grade?

I completed 23 years of active service in early December 1954.—A. E. D., LCDR, USN.

• *If you apply for voluntary retirement under the Act of 21 Feb 1946 and it is approved, you would receive pay based on the rank in which you retire—in your case the rank of lieutenant commander.—Ed.*

Maintenance Training for RMs

SIR: Does the Navy still operate a Radio Material School? A broader education in electronics would enable a man in the radioman rating not only to operate his equipment more efficiently, but would lighten the load carried by the ETs.

As far as I can find out, there are no schools for radioman other than the

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1807, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Class "A" Radioman School, which is not enough to qualify a man to the point where he can restore electronic equipment to operation. Any information on this subject would be appreciated.—D.R.K., RM1, USNR.

• *The Navy has been planning a Class "B" Radioman School for some time. However, budgetary considerations have prevented the establishment to date. The "B" school, when established, will include maintenance and other subjects relating to communications duty. At present, it is anticipated that the Class "B" school may be established in the next fiscal year.—Ed.*

Link in Anchor Chain

SIR: A couple of my shipmates and myself have been having quite an argument over the weight of the anchor chain on the USS Coral Sea. I say that one link of the chain weighs more than 100 pounds—am I right?—L. J. McG., FP1, USN.

• *You win the argument, hands down—each link in the anchor chain of USS Coral Sea (CVA 43) weighs 156 pounds. There are 77 links in the 15-fathom chain, making the total weight about 12,000 pounds.—Ed.*



BIG LINK of anchor chain for new carrier USS Forrestal (CVA 59) weighs 360 pounds. It is believed to be the heaviest ever forged.

LDO Program

SIR: I competed for LDO in the December 1952 exams but do not know if I passed the exam or not. Could you inform me as to my marks and standing on the LDO selection list? Also, what is my standing on the Warrant Officer selection list?—R. J. L., QMC, USN.

• *In regard to your first query, the Limited Duty Officer Selection Test, given annually to all LDO candidates, has no passing or failing grades and a man's achievement in this test is determined by his relative standing among all candidates who took the test. The standard score would mean nothing to you unless a complete distribution of the other candidates' scores were available for comparison purposes.*

As for your second question, you were considered by the Warrant Officer Selection Board in 1952 but were not selected.

A Warrant Officer Selection board is scheduled to convene in BuPers in the near future.

Personnel who will be considered will be all Regular Navy and Naval Reserve chief petty officers and petty officers first class on active duty who have at least six years naval service and have not reached their 40th birthday, if originally enlisted prior to 30 Sep 1945. Personnel who enlisted after 30 Sep 1945 must not have reached their 35th birthday.—Ed.

Retainer and Retired Status

SIR: I enlisted in the Navy on 10 Jan 1946 and was discharged three years later. I didn't join the Naval Reserve and in September 1954 I reenlisted in the Navy. What I would like to know is this: Can I retire after serving 17 more years to make a total of 20 years' service?—R. W., TN, USN.

• *After you complete 17 more years' service, you'll be eligible for transfer to the Fleet Reserve, having served 20 years' active Federal Service. As a Fleet Reservist you receive "retainer" pay. An enlisted man may retire from the Regular Navy only after 30 years' active Federal service.*

Your rating in the Fleet Reserve will be that in which you are serving at time of transfer. All active service, whether continuous or broken, is creditable for purposes of transfer to the Fleet Reserve. Six months or more of active service shall be considered a full year in computing years of active Federal service for transfer to the Fleet Reserve.—Ed.

How HMs Are Selected for FMF

SIR: I am a hospital corpsman on duty with the Fleet Marine Force at Camp Lejeune, N.C. I wonder if you would answer a few questions for me. Almost every corpsman I run into has a different answer for each of these queries.

(1) On what basis are corpsmen chosen for duty with the Fleet Marine Force?

(2) How much time must a corpsman serve with the FMF before he can go back to the Navy?

(3) Several corpsmen that I know have been transferred aboard ship to finish their sea duty after completing 12 months with the FMF. How is this possible?—S. G. F., HN, USN.

• Here are the answers to your questions.

(1) The Medical Department of the Navy furnishes logistic support to the U.S. Marine Corps; therefore, members of the Medical Department are eligible for duty with the Fleet Marine Force. Hospital Corps personnel are made available, through quotas, to the Atlantic and Pacific Fleet commanders who are responsible for the assignment of personnel to the Commanding Generals, Fleet Marine Force, Atlantic, and Fleet Marine Force, Pacific.

There is no specific criterion for hospital corpsmen to be ordered to Fleet Marine Force duty. Fleet commanders furnish them in sufficient numbers as are required to carry out the Medical Department's mission with the Fleet Marine Force. The reason there are few Naval Reserve hospital corpsmen on duty with the Fleet Marine Force is that only a small percentage of the current Hospital Corps strength is made up of Naval Reservists on active duty.

(2) BuPers Inst. 1306.20B indicates that a hospital corpsman serving with the Fleet Marine Force is eligible to submit a NavPers 2416, which is a shore duty request card, when he has served 18 months on sea duty.

(3) BuPers Inst. 1306.20B requires that enlisted personnel in pay grades E-4 and below must have one year of obligated service computed from the transfer date set in the Bureau of Naval Personnel transfer directive to be eligible for orders to a normal tour of shore duty. If the HM does not obligate himself for the required service he will remain under the jurisdiction of the Commander, Service Force, U.S. Atlantic Fleet (in your case) or the Commander Service Force, U.S. Pacific Fleet.

BuPers Inst. 1300.19 gives administrative commands, afloat and ashore, authority to make distribution of enlisted personnel within their respective jurisdictions. Administrative commanders issue appropriate instructions for



BLUEJACKETS and officers of USS Wisconsin (BB 9) line up for picture while anchored at port of Algiers in 1909. Kangaroo was ship's mascot.

Here's Crew of 'Great White Fleet' BB When Pop Was a Sailor

SIR: After seeing the picture you ran of the officers of the USS Wisconsin (BB 9) (see November 1954 issue ALL HANDS) I remembered that I had a picture of the enlisted men aboard that ship taken in 1909 and thought your readers might be interested in it.

The photo was taken in Algiers, Algeria, in January 1909 when the Great White Fleet was on its famed round-the-world cruise. At that time Wisconsin was flag ship of the old 4th Division, which included USS Illinois (BB 7), USS Kentucky (BB 6) and USS Kearsarge (BB 5).

The kangaroo was one of the animals presented to the U. S. Navy during that cruise by the Commonwealth

of Australia. Each ship was given one and the animal in the picture ended up in a zoo in Boston, Mass., when the ship went out of commission some time around 1910.—C. V. Williams, GMC, USN (Ret).

• We agree that many of our readers will be interested in the picture, so here it is. One point we noted—so far as we can determine, there are only seven petty officers in the picture, which is a situation somewhat different from a vessel of the same size today.

You didn't say, but we assume you are in the photograph too. Perhaps some of our readers who were your shipmates can spot you (with the aid of a magnifying glass).—Ed.

personnel to follow when requesting change of duty. With respect to the question of how to apply for duty aboard ship, you should refer to current instructions, in your case Commander Service Force, U.S. Atlantic Fleet Instruction 1306.2A of 18 Sep 1953, or to such other superseding instructions as may have been published by that administrative command.—Ed.

Obligated Service Under OCS

SIR: I served ten months in 1945-46 as an enlisted man in the Navy. A few years later I found that I was still not considered a veteran, so after receiving a college degree I contracted to go through the Navy's OCS Program. I am

still on active duty with more than a year left to be served on an original contract of three years.

Is there any chance that my past service may be deducted from my present obligation since I have been in service for more than three years altogether?—K. F. D., LTJG, USNR.

• Former enlisted time counts for longevity purposes only. Your contract for OCS is a separate contract for the training you received. If you desire more information your attention is invited to the Recruiting Service Instruction 401.4 of 13 August 1952 which refers to OCS Contracts and to BuPers Inst. 1926.1A which concerns release from the service.—Ed.

More Crews Sally Ships out of Tight Spots

SIR: I read with interest the letter from a Marine commenting on your article about "Sally Ship" and thought that you might be interested in an even later account.

In February 1954 I was on board *uss Edisto* (AGB 2) when that ship slid onto some heavy ice in the Strait of Belle Isle. We were unable to back off and get another running start at the pack ice. Although we were equipped with heeling tanks it was felt, since we apparently weren't caught too fast, that the crew could sally the ship off the ice.

The attempt was made with orders being passed over the P.A. system. However, the puny efforts of mere men weren't enough to budge the heavy icebreaker and we ended up using the heeling tanks. With these we broke loose and continued on our way.—J. L., BMI, USN.

SIR: In reading a recent *ALL HANDS* and your article on "Sallying Ship" it brought to mind the fact that long ago I had sallyed ship in a dry dock.

It took place in the Norfolk Navy Yard back in 1940. I was serving in *uss Wainwright* (DD 419). She had been extensively altered and the Navy Yard was checking the roll and time of return by using the crew and large weights placed on deck to accent the roll.

This was all done in a filled and closed dry dock in order to obtain an accurate estimate of the initial stability of the ship.—O. B. S., BMC, USN.

SIR: You intimated in a recent issue

that additional "sally ship" incidents might be welcome.

The event that came to my mind occurred while *uss Maine* was steaming for New Orleans and the Mardi Gras in February 1917. We were making a cautious approach toward the southwest channel entrance to the Mississippi. A schooner, recently sunk off the jetty, made a safer course impossible. The plan was to steam parallel to the beach until the current caught our bow, then drop the port anchor, hold at 20 fathoms, wait until the ship swung with the current and headed us upstream, then go ahead slow all engines, pick up the hook and be on our way.

The special sea detail was on station, among them the main character of this tale, a man we shall call Smith. He was a plank owner, and had probably handled the assignment perfectly a hundred or more times. Everything thus far had gone according to plan. The approach was perfect. The current caught the bow and the word was passed, "let go the port anchor."

Away went the anchor with shot after shot of chain following. Frantic signals from the anchoring detail were to no avail. The chain continued to pay out at a tremendous rate. Poor old Smith had made one of the few mistakes in his career. He had turned the compressor wheel the wrong way.

By the time someone had taken over and corrected the error, the damage was done. In the starboard chains, I glanced up and was simply amazed

to see a small lighthouse, located at the end of a jetty, staring me right in the face.

A report to the bridge, "and a half three" brought a hasty order for another and more accurate sounding. The bos'n's mate that took over made it "and a quarter three."

The tide was running in and soon reached the flood stage. At that time all hands were piped topside where they proceeded to sally ship. From port to starboard and back again. Before long we felt her give and full ahead took us clear of the mud in which we had been stuck.—R. J. C., LT, USNR (Ret.).

• *We didn't know that there had been so many "Sally Ship" exploits in the Navy. Seems as though every mail has several letters telling of a different type ship taking part in a maneuver of this kind. Another interesting variation is the "fishtailing" of LSTs and other amphibious warfare vessels, that is used to break suction when stuck on a beach.*

It might be well to point out, in connection with the icebreaker mentioned above, that the heeling tanks referred to are a special feature of this type of ship. The heeling tanks are fitted amidships at the sides for sharply inclining the hull to and fro in order to free the vessel from the wedging effect of heavy ice. Strictly speaking, heeling is different from a sally, in that heeling is a to-and-fro motion while sallying is a side-to-side motion.—Ed.

Back Porch Duty

SIR: Navymen who have almost completed their 20-years' service are interested to know if anything is being done to renew the old "back porch duty"—the policy of transferring a man to duty nearest his home for the last six months' active duty in the Navy.

Is it permissible to request this duty, after one has applied for transfer to the Fleet Naval Reserve?—G. W. J., BTC, USN.

• *Before the Korean conflict, it was the policy of BuPers to transfer personnel who were due for release from active duty after 20 years' service to a locality near their home for the last three months of active duty.*

The Chief of Naval Personnel is well aware that the reinstatement of such a policy would be a great boon to the morale of these Navymen contemplating transfer to the Fleet Reserve. Such action has been given frequent consideration. However, the present shortages in trained personnel make reinstatement of this policy impracticable at this time.—Ed.

Lithographer's Rating Badge

SIR: A question has come up on board this ship concerning the rating badge of a lithographer. Can you tell us what the insignia on the rating badge stands for. We have two theories on this subject. One LIC maintains that it represents a knife and an opaque brush crossed. I maintain that it is two crossed knives, the type used in stripping a negative. We'll await your decision.—J. E. M., LI3, USN.

• *"Uniform Regulations" gives this description: "Lithographer — Crossed litho crayon holder and scraper, pointing up; scraper uppermost, blade to the front."*

As a result the decision is that neither you nor the chief can be acclaimed the winner.—Ed.

May Be Promoted Until Retired

SIR: I have received a letter from BuPers regarding the recommendation

of a board convened to study priorities for reversion of temporary officers. I will complete thirty years for retirement purposes on 22 Apr 1955, and the letter stated that my temporary appointment will be terminated on 31 May 1955. Therefore, I am submitting a request for retirement effective 1 Jun 1955.

In view of the above, information is requested as to the Bureau's policy relative to consideration for selection for promotion by boards that might meet between now and date of my retirement.

I understand that a board met on 30 Nov 1954 to consider selections from LT to LCDR in the Supply Corps. My date of rank as lieutenant places me within the zone to be considered. Will my prospective retirement eliminate my name from consideration for promotion?—F. M., LT, SC, USN.

• *Unless you are actually retired before the date the selection board is adjourned, your name and records will be presented for consideration. If selected, you will be retired in the grade of lieutenant commander only if your appointment has been effected prior to the date of your retirement.—Ed.*



Men in Special Weapons Program

SIR: A recent BuPers instruction sets forth the sea/shore duty rotation program for enlisted men but this instruction does not include special weapons personnel. Will there be another instruction for Navymen in special weapons units?

The length of a "tour" in special weapons has been the topic of many discussions in our ship and has never been too clear in any of our minds. Some say it depends on the command and others say that BuPers controls the length of time a person will remain in a special weapons unit before being transferred to shore duty. Can you help clear things up for us?—B.J.S., EM1, USN.

• BuPers Inst. 1306.46 contains all the necessary information regarding administration of special weapons personnel, including information about sea/shore rotation. It abolishes the concept of a 36-month tour in special weapons with subsequent return to general service assignment. Tours of duty in the Special Weapons Program are now of unlimited duration. The directive establishes length of tours ashore in special weapons assignments as, normally, two to three years depending on the needs of the service. It also establishes a minimum period of not less than three years which must be served within the Special Weapons Program by those personnel who have received extensive training and experience in this program.

Special weapons personnel who desire assignment to shore duty must submit shore duty requests in accordance with BuPers Inst. 1306.46. This provision applies equally to all personnel serving in the Special Weapons Program who desire assignment to shore



USS Taluga (AO 62) is moored to wharf while serving with Pacific Fleet. The Navy oiler from home port of San Pedro is of Cimarron Class Fleet oiler.

duty either within or outside the Special Weapons Program. The instruction nullifies all requests for shore duty previously submitted in accordance with other directives and requires resubmission of shore duty requests in accordance with its provisions.

Technical personnel assigned to the Special Weapons Program may be released, upon written request, only upon completion of three years' service in the program. If shore duty outside the Special Weapons Program is desired, letter requests for release from the program must accompany the Shore Duty Request (NavPers 2416). Personnel serving in support billets, who have not received technical training at Sandia Base, will be ordered to duty outside the Special Weapons Program if

their services are not required upon completion of current tour.

BuPers Inst. 1306.46 was given limited distribution. Personnel who are attached for permanent duty to a special weapons activity but who are on temporary additional duty elsewhere should request their temporary command to obtain a copy of the instruction from the special weapons activity. —Ed.

Advancement on Retired List

SIR: ALL HANDS for June 1951 contains a statement that says, "An officer who has been specially commended by SecNav for performance of duty in actual combat for an act or service performed before 1 Jan 1947 will, when retired, be placed on the retired list in the next higher grade than that in which serving at time of retirement." Does this mean that the Navy Unit Commendation is classified as such a commendation if awarded under combat conditions?—G. M. C, LCDR, USNR.

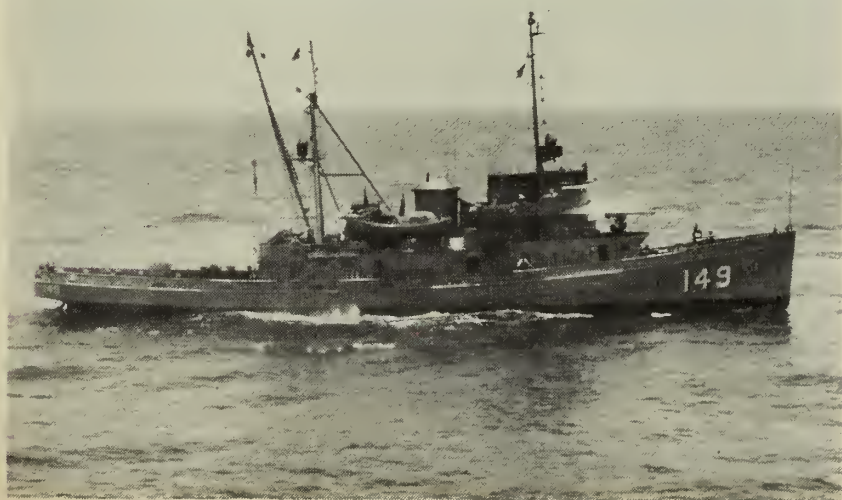
• No. Unit awards are not creditable for such consideration. Only individual citations awarded by the head of an Executive Department (SecNav, President, etc.) are creditable for consideration for advancement on the retired list.—Ed.

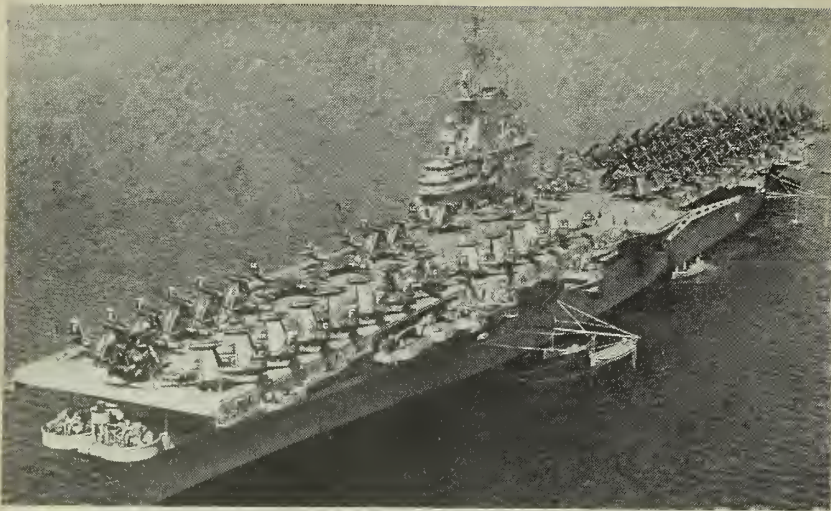
Inductees in WW II Navy

SIR: A discussion has been going on in our office concerning the acceptance of draftees by the Navy during World War II. Were any civilians drafted into the Navy from December 1941 through V-J Day?—W. O. C., CHRELE, USN.

• The records of the Bureau of Naval Personnel indicate that the Navy started accepting inductees on 1 Feb 1943 and stopped on 30 Apr 1946.—Ed.

FLEET OCEAN TUG, USS Atakapa (ATF 149) sails through ocean waters near home port at Norfolk Naval Base, Va., while assigned to Atlantic Fleet.





CARRIER USS ORISKANY (CVA 34) is photographed from broad on the bow with her flight deck full of jet fighters during Far Eastern tour.

Dependent Travel

SIR: After I received permanent change-of-station orders at Yokohama, Japan, to report to USS *Oriskany* (CVA 34), my dependents accompanied me from Japan via government air transportation to the port of debarkation, San Francisco—the home port of *Oriskany*.

We then proceeded via privately owned vehicle to our “bona-fide” residence located at Albuquerque, New Mexico. My dependents remained there and I reported on board *Oriskany* for duty.

I maintain that current regulations provide for reimbursement for travel from point of debarkation to home port of vessel or to place selected by a Navyman to establish his home. But disbursing informs me that I’m not entitled to any reimbursement for travel performed by my dependents in connection with the aforementioned orders. Is this true?—J. M., SKC, USN.

• *Personnel with seven or more years’ service who are in pay grades E-4 and above, are entitled to transportation for their dependents from the port of entry in the U.S. to the home yard or home port of the vessel to which assigned. It is noted that in your case, the change of station was from Japan to USS Oriskany. The home port and home yard of Oriskany is San Francisco. The port of entry for travel from Japan in your case was San Francisco. Therefore, the dependents involved are not entitled to transportation from San Francisco to Albuquerque, N. M.*—Ed.

National Guard Service

SIR: I have about six months National Guard service behind me. Does this count as “Active Federal Service”

when I transfer to the Fleet Reserve?—J. H. B., CHMACH, USN.

• *Active service in the National Guard of a state is not considered active Federal service for the purpose of transfer to the Fleet Reserve unless it was performed during a period when such State National Guard was activated and mustered into Federal service as an integral part of the U. S. Army.*—Ed.

Reimbursement of Pay Checkage

SIR: During August 1951 I reenlisted on board USS *Antietam* (CV 36). I elected to receive and was paid travel allowance from San Francisco, Calif., where the ship was located, to my permanent home in Spokane, Wash.

Recently the General Accounting Office originated a checkage of my pay, stating that *Antietam* was outside the continental limits of the U. S. when I reenlisted, thereby disqualifying me for travel allowance from San Francisco to Spokane. They claimed that I should have been paid for the distance between the nearest port of entry—Seattle—and my home, since the ship was outside the continental limits and no travel was performed.

My disbursing officer says that GAO is correct in its assumption that being in a ship and drawing sea pay is actually the same as being outside the continental limits—although my service record shows that I was discharged and reenlisted at San Francisco.

I feel that GAO was in error in determining the exact location of my ship when I reenlisted, since they stated that the reason for checkage was that my ship was outside the continental limits and no travel was performed. I do not believe my pay should have been checked, and that travel allowance should be from San Francisco to

Spokane regardless of whether or not travel was performed.—V. McP., TMC, USN.

• Paragraph C-1402(5) of “BuPers Manual” prohibits discharge of members while at sea and provides that if your enlistment expires while you’re at sea, you will be retained on board until arrival at the next port. Records of the Bureau of Naval Personnel show that you were discharged on board *Antietam* at San Francisco 15 Aug 1951 and reenlisted on board the following day, while the ship was still at San Francisco. So, since you were actually discharged at San Francisco, you are entitled to travel allowance in accordance with par 4157.2, “Joint Travel Regulations,” for official distance between San Francisco, the place of separation, and Spokane, Wash., your home of record.

Apparently the pay record entry showing the travel allowance paid you merely indicated discharge on board *Antietam* and did not show location of the ship at time of discharge. GAO then based its Notice of Exception on that entry.

Since it appears that checkage of your pay has been accomplished in satisfaction of the Notice of Exception, you may submit a claim for the amount checked to the General Accounting Office, Claims Division, Washington 25, D. C., via BuSandA (F32). The claim should contain all pertinent facts mentioned herein including citation concerning the Notice of Exception and a copy of the accomplished checkage.—Ed.

Know Your Nozzles

SIR: I would like to know if the initials “NPU,” often seen in front of “Mechanical Foam Nozzle” in manuals and lesson plans, has any meaning. The nozzle itself is stamped with the words “Type, NPU.” Are there any other types?

I also wonder where I can find the history of this nozzle.—W. S. R., QMC, USN.

• The initials “NPU” stand for “Nozzle Pick-Up Tube,” for mechanical foam nozzles. It is frequently but inaccurately referred to as a Navy Pick-Up Tube.

There are many varieties of mechanical foam nozzles with nozzle pick-up tubes sold commercially. Some other nozzles are: the Fixed Foam Nozzle (FFF), Fog Foam Nozzle Adapter (FF), Navy All-Purpose Nozzle (NAP) and the All-Purpose Nozzle (AP).

It is not known who developed the NPU nozzle. It may have been a patented item at some time in the past, but if so, the patent apparently has expired, since most commercial suppliers can furnish mechanical foam nozzles based on the same principle.—Ed.

Navy Almanac To Be Compiled

SIR: We at the Air University, Maxwell Air Force Base, Ala., would like to obtain, for research purposes, a copy of a publication containing significant historical dates (in the order of an almanac) of happenings in the U. S. Navy or Naval aviation. Can you help?—J. S. A.

• *Not yet we can't. However it is understood that the Office of Information, Navy Department, is in the process of compiling such an almanac. When it is ready for release you can be sure that ALL HANDS readers will be among the first to know.*—ED.

Display of Ensign and Union Jack

SIR: Recently a television film commemorating the 100th anniversary of Mare Island Naval Shipyard was shown in the San Francisco area.

Several "shots" of the old days showed ships moored at MINSY—and apparently the national ensign was being flown at the bow on several of the Navy's former capital ships.

How long was this display of the ensign practiced, and when was it changed to the present means of display?—A. R. Y., ET2, USNR.

• *No available record or history shows authorization for the flying of the ensign from the bow of Navy ships. Indeed, as far back as 1913, "Navy Regulations" authorized the Union Jack to be flown from the "jackstaff."*

It may be that you mistook the stern of the ships as the bow. Early cruisers and battleships all had pointed sterns which could easily be mistaken for the bow when compared to modern construction. Moreover, the pointed construction prevalent in battleships during the 1920s could be misinterpreted as a destroyer bow of the present day vintage.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss Chicago (CL 14)*—The 35th annual reunion of the World War I crew, 1917-1920, will be held on 16 Apr 1955 at McCallisters, 1811 Spring Garden St., Philadelphia, Pa. For information and reservations contact Paul A. Kline, 17 West Park Avenue, Oaklyn 6, New Jersey.

• *uss Massachusetts (BB 59)*—A reunion of former officers and crew members who served in this ship during World War II and until decommissioned will be held at Hotel Beaconsfield, 1731 Beacon St., Brookline, Mass., on 14 May 1955. For further information contact Paul S. Vaitses, Jr., 97 Larchmont Rd., Melrose, Mass.

Information on Personal Flags

SIR: I'm going to take the exam for QM1 and I would like to know what publications I might use to study up on personal flags for officers and officials of foreign navies.

No one seems to know in what publication these flags may be found.—J. A. W., QM2, USN.

• *The information you seek can be found in Jane's "Fighting Ships" at the beginning of each section. You can also find it in "Flags of the World," edited by H. G. Carr.*

It is also understood that the Army is planning a very comprehensive book

on this same subject, intended for future publication.—ED.

New Jersey Is Not from Missouri

SIR: While reading your September 1954 issue of ALL HANDS, we crewmen of *uss New Jersey* (BB 62) were very interested in your article "What Was The Heaviest Single Salvo of Naval Guns?" on page 22. However, your caption states that *uss New Jersey* has the hull number of BB63. This was probably a typographical error; however, your magazine is doing a splendid job of bringing the latest—and straightest—information to all hands.

Everyone is entitled to a mistake once in a while. Keep up the good work.—A. C. R., PNSN, USN.

• *That wasn't our first one. You're correct when you say the caption should have read "uss New Jersey (BB 62)." Thanks for your compliment and your contribution toward the accuracy of ALL HANDS.*—ED.

Retroactive Pay

SIR: Last May, I received word that I had passed the test for AG3, but since I was in a naval hospital as a patient, I could not be rated until I was returned to duty. Since then, I've returned to duty and have been promoted. I would like to know if the rate, and the pay, is retroactive to May?—M. K. S., AG3, USN.

• *Yes. A review of your duplicate service record reveals that your advancement to AG3 was effected before the limiting date and the effective date for all purposes, including pay, is 16 May 1954.*

Since this advancement has already been reported to BuPers, it is assumed that your pay account has been credited accordingly.—ED.

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Swimming the Arctic Circle

WOULD YOU GET COLD FEET if you had to jump overboard into the frigid waters of the Arctic Circle in mid-winter? The airmen of Patrol Squadron Ten didn't, when they voluntarily took a swim in the icy waters of Iceland's Keflavik Bay to test their anti-exposure suits.

The swimming party was arranged shortly after VP-10 had relieved VP-16 for patrol duty on this Atlantic island located just below the Arctic Circle. The Navy airmen decided that it would be a good idea to get some first hand knowledge on how the squadron's cold water survival gear really worked in the cold waters they were patrolling.

Led by their skipper, Commander Robert J. Fleming, USN, pilots and aircrewmen donned their cold water survival suits that are specially designed to protect flyers who have to ditch their planes in arctic waters. Then they all waded out into the wintry waters of the Keflavik Bay.

Staying in the water for over an hour the airmen practiced getting in and out of life rafts and how to right one when capsized. Each of the squadron planes is equipped with a seven-man life raft that is automatically released in event of a water landing.

The "Blue Noses" of VP-10 agreed that a swim in arctic waters is nothing to get "blue" about if you are wearing an MK-4 anti-exposure suit. In fact, the protecting suits made the wintry dip a great sport.

Top: Winter splash was enjoyed as the airmen practiced survival techniques. *Right:* What the well dressed arctic flyer should wear is pictured as VP-10 men get ready for a flight. *Lower Right:* Men practice righting a raft.



Survival Skills That Really Hold Water

SWIMMING IS MORE than an exercise or a sport to the Navyman. At any time, some sailor somewhere may have to swim for his life. While you may feel that the chances are very slim that *you* will ever find yourself in a situation where you will have to "swim for your life" it's a good idea to know what to do—just in case. It will be too late to learn after you are in the water.

The swimming skills and lifesaving techniques you have already learned in recruit training may someday save your life or help you to save someone else. Remember these skills and practice them whenever you have the opportunity. The chart on the accompanying pages points out the important things to remember if you are to survive at sea. Study the chart and combine the information on it with the knowledge you already have and you won't go wrong.

The following pointers are not intended to teach you how to swim. They are aimed to indicate basic factors or problems you may have to face, and explain how to face them.

How to Breathe

No matter how far or how fast you can swim you will never feel quite "safe" in the water until you have mastered the proper breathing techniques.

In swimming almost all the breathing is done through the mouth. The inhalation is taken entirely through the mouth and the air is exhaled by the mouth with some coming out through the nose. If you keep your face flat in the water there will be no tendency for the water to enter your nostrils and you will avoid that "smothered feeling."

If you are a good swimmer you have probably already acquired "rhythmic breathing." This is nothing more than breathing in series—inhaling through the mouth as your head is rolled to the side and exhaling through your mouth and nose as you turn your face downward beneath the surface. You don't hold your breath, and the series is uninterrupted. While simple in itself, rhythmic breathing is of very great importance to the swimmer since it is relaxing, and also, adequate ventilation of the lungs at regular intervals is vital to continuous swimming.

Learn to Relax

To be really "comfortable" in the

water *you must learn to relax*. Half the battle for survival at sea lies in your ability to relax and keep your spirits up. There is no need to panic, for water will support practically all of your weight. Some swimmers mistakenly believe that it is necessary to keep the arms and legs moving to stay afloat. They don't realize that the body's natural buoyancy will serve to keep them on the surface. A lot of effort is wasted by struggling to stay afloat—effort and energy that could be used to make progress in swimming to safety.

A safety factor of great value is also found in acquiring the ability to float or rest in a floating position on your back. After swimming for some time you may become tired and may need a rest—at such a time if you have the ability to turn on your back and rest in a floating position it may be a factor in saving your life.

Jelly Fish Float

Another means of resting is the "Jelly Fish Float." After taking a deep breath, submerge your face and slowly slide your hands down your legs until they reach your ankles. Don't try to bend your knees or lift your feet. As a rule, even before your hands reach your ankles, your upper body—which has of course been gradually submerging—begins to buoy you up and your body is suspended at the surface with your rounded back showing above the water.

The "Bobbing Jelly Fish" is an amazingly simple skill and is based upon your ability to control your

breathing and to do the Jelly Fish Float described above.

It is a survival skill designed to save your life in the event you are forced to remain afloat without aids while you are waiting to be rescued.

Here's how it is done:

- Assume a Jelly Fish Float position. Allow your arms to hang suspended toward the bottom, drop your head so your chin is on your chest. Allow your legs to hang free and relaxed. Hold your breath. Remain in this position as long as it is comfortable.

- When you need a breath of air, simply move your hands up and forward below the surface and, at the same time, exhale through your mouth. Note that your hands are extended forward just below the surface at the end of this phase. You then press your hands down and back as in a Butterfly Breast Stroke and at the same time lift and turn your head to one side, inhaling through the mouth when you rise to the surface.

- To go back down, slowly allow your hands to move back to their free hanging position, return your face to the water with your chin on your chest and you will hang suspended like a jelly fish. When another breath of air is desired you just "bob up" as before.

- If, in returning to the jelly fish float position you should go down too deep after taking a breath of air, you may use a modified flutter kick or scissors kick with your feet to put you near the surface. However, in most cases if a swimmer secures an adequate supply of air his body will remain at the surface in a satisfactory floating position.

Swimming Through Fires

It is not advisable to attempt to swim through burning oil, flames or debris—but it is possible to swim under them. If you ever find it necessary to jump into oil or flames, remember to jump *feet first* from the side of the ship facing the wind. To make the jump, take a deep breath, hold your nose and keep your feet close together as you learned in recruit training. A kapok jacket or inflated life belt should never be worn when it is necessary to swim under water. Clothing should be worn as a protection against flames or debris but your shoes should be removed as



ENTERING THE WATER

There are many ways of entering the water, some right and many wrong. Remember, your actions influence others. Obey orders. Keep calm. Don't get into the water sooner than necessary. Your method of entering the water may vary according to whether you are on a ship, plane, small craft, or life raft.

CLOTHES



Keep your clothes on. You may need them later. Stow your hat inside your shirt. Shoes can be taken off in the water and saved by tying to yourself or floating driftwood. They may come in handy later. Shirts and trousers can be inflated to improvise floating aids. Discard chin-strap helmet before jumping.

LIFE JACKET



Fasten securely. If it is the pneumatic type, do not inflate it until you are in the water and well away from the ship. If it is the kapak or cork type, be sure to hold it down while jumping. (See below.)

CLIMBING DOWN



If possible, lower yourself into the water by sea ladders, cargo nets, knotted lines or even fire hose. A pair of gloves for climbing down will help to prevent badly skinned hands. Don't rush the other fellow, and once in the water, get out of the way of those following you.

JUMPING



DON'T dive head first! If you must go overboard in a hurry, jump feet first. Even jumping is dangerous and should be done only when necessary. Jump to the windward from the lowest possible part of the ship and from the bow if the propeller is still turning. Consider the possibility of submerged objects, floating debris, and other personnel in the water. Look straight ahead when starting your jump and don't look down while in midair. (It may throw you off balance.) Keep the feet tightly together and the body straight. Grasp the nose with one hand and hold the opposite shoulder with the free hand over the head holding the nose. Return to the surface by looking upward and swimming toward the surface. If the surface of the water is covered with burning oil, swim through it by splashing a path in the water ahead of you. Remember to swim into the wind to protect yourself from the ship drifting down on you and from burning oil. If explosions are likely—swim on your back. Stay close to others until help arrives.



Know and check your ship's safety equipment before which compels you to take to the water. Learn to help others. Don't be a

SURVIVAL

STAYING A



Remember it is simple to stay afloat. The ability to remain afloat with the minimum effort is a survival skill. Relax—don't waste energy. It's the number one survival skill. Stay away from the breaking sea. The fears are lessened when one has a

FLOATING AIDS



Debris can be a friend. A life jacket—oars, water, will keep you afloat.

TREADING WATER



Maintain a vertical position. The usual arm motion is the scissars kick, or breast

FLOATING ON THE BACK



Keep head back, face up, and arms outstretched. Remember that the back of the body can be a backward. Relax legs.

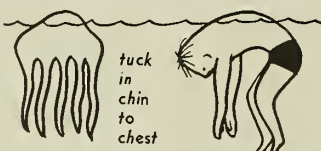
BOBBING JELLY FISH



If you have lost your primary advantage in position, this method of clothing, treating, and illustrations below

assume jelly fish float position—hold breath

exhale



tuck in chin to chest

to rest, remain in this position as long as possible



arms and legs hanging free and relaxed...

move hands forward

(This skill can be modified to obtain some forward motion by extending)

DISTANCE SWIMMING

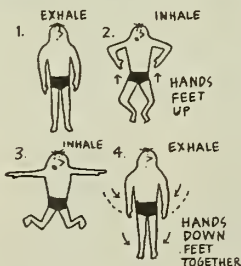
A variety of strokes is desirable to enable you to maintain yourself in the water to reach land or floating objects. Any one of these quiet, steady strokes, shown below, may be used exclusively or alternately with others as a restful change. They are adaptable to carrying equipment, to saving others, or in case of injury. All of these strokes are recommended as energy savers, and will enable you to cover long distances with a minimum amount of effort.

HUMAN STROKE



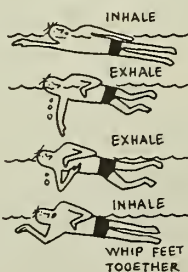
prone position reach and press down flutter kick

ELEMENTARY BACK STROKE



on the back draw up arms—extend—press back inverted breast stroke kick

SIDE STROKE



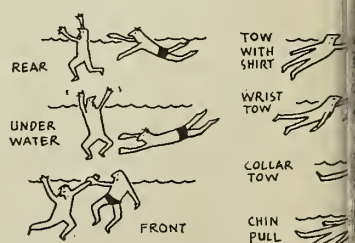
side position reach and press scissars kick

BREAST STROKE



prone position reach and press side breast stroke kick

APPROACHES



RESCUE

Successful aid to your shipmates depends on skills, and strength to carry them out. It is your know-how in staying afloat will do the rest. All that is needed. But—if a shipmate is in practice of proven lifesaving techniques

Prepared by ALL HANDS

Navy Department

SWIMMING

Emergency happens. Be prepared for the rare occasion to help you stay afloat long enough for help to come from an overboard!"—know your ship's safety regulations.

FLOAT

The most important survival skill is to make no effort for an extended period to learn to control your breathing—breathe through the mouth—your face above the surface are increased and your abilities to remain afloat.

Always a foe. In addition to your pockets, kegs, and other floating debris to inflate your shirt or trousers.

In the water, submerged to the chin. Breathing (hands moving as though you are kicking) in a vertical flutter kick, kick.

Arms in the water, back well arched to the side or overhead back in the water, palms UP and chest high. Position maintained by moving arms forward and to the side a definite breathing pattern.

AT

Arms and no floatation device is available will keep you afloat. While its use is affording a long range resting position is also useful for removing debris and scanning the bottom. See text



Below the surface... press hands down and back... lift and turn head to breathe... arms forward and doing a scissors kick as your face goes back in the water.)



UNDERWATER SWIMMING

If there is danger on the surface, swimming under the water can be an exceedingly effective protection. Such hazards as floating debris, flaming oil, strafing and flying missiles can be avoided by swimming a few feet below the surface. This is an invaluable skill for recovering objects and for lifesaving tactics.

SUBMERGING

If you are swimming along the surface and find it necessary to submerge quickly the feet-first surface "dive" is recommended. Start with the body in vertical position, arms extended along the surface of the water . . .

THEN press down on the water with your hands, at the same time snapping the legs together in a vertical scissors kick. This action will lift you higher out of the water. Keep your body straight and your feet together and the weight of your body will start you down . . .

AS YOU DROP BELOW the surface, and your head is submerged, sweep your arms (with the palms up!) in a wide arc to the side and overhead to force yourself deeper into the water . . .

TO LEVEL OFF to swimming position, curl up in a ball by bending forward at the waist, pull the knees up, reach forward and start to kick. Keep the chin tucked into the chest to insure remaining under water.

BREATHING AND SURFACING

TO SURFACE and replenish air, lift the head and swim upward. Break the surface of the water and inhale through the mouth, submerge immediately as above. Exhaling is done through the nose and mouth at intervals while swimming to reduce internal pressure.

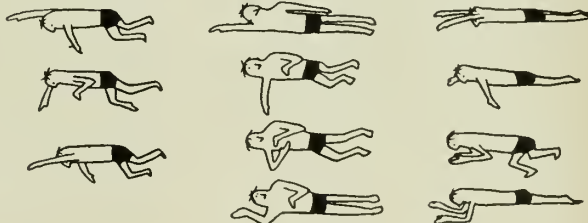
BURNING OIL ON THE SURFACE can be cleared by splashing vigorously with the arms in a swirling motion as you break the surface.

STROKES TO USE

HUMAN STROKE

SIDE STROKE

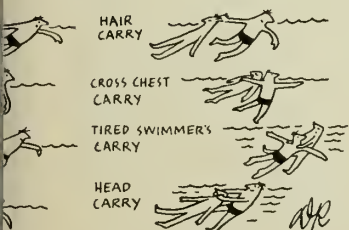
BREAST STROKE



OTHERS

presence of mind, knowledge of lifesaving techniques that just shouting instructions and sharing. Possibly words of encouragement may be needed, in a state of panic, or unconscious, your confident action may save his life.

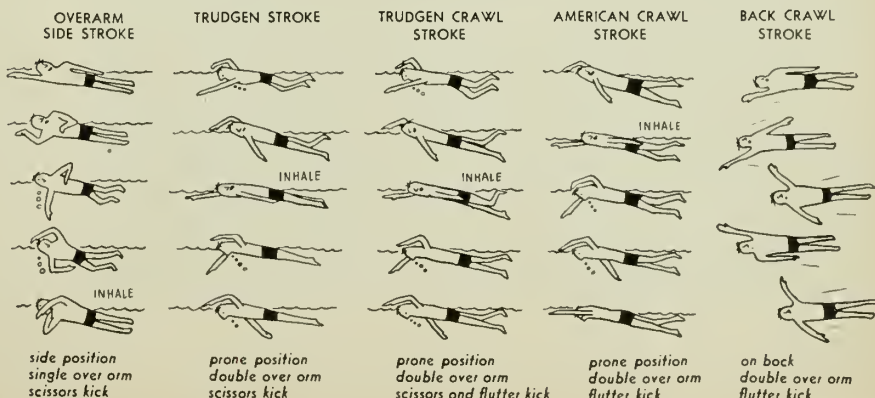
SWIMMING RESCUES



February 1955
U.S. Navy Personnel

SPEED SWIMMING

While the over-arm strokes are tiring to average swimmers because the arms must be brought out of the water, they are of value when bursts of speed are needed. Because of falling debris, ship's suction, burning oil, and other personnel jumping into the water, the area near a sinking ship is dangerous—you'll want to get away as soon as possible. A speed stroke is imperative also for rescue work, to escape enemy action, and to catch up with a lifeboat or raft.





CLOTHING CAN HELP you stay afloat. Here, sailors gain confidence and know-how in practice drill by making 'water wings' with their inflated trousers.

they slow your underwater progress.

You should stay under water as long as possible. When you need air, come to the surface with your arms above your head. When your hands break the surface, you should immediately begin beating away the burning oil with a circular thrashing motion. When your head breaks the surface, turn your back to the wind so that you will not be facing the smoke and flames, and keep beating away the burning oil. Take a deep breath and submerge, using a feet first dive. Swim underwater as before, to the windward, until you are out of the burning oil or it is necessary for you to come up for air.

Avoiding Cramps

Violent movement in the water, long swimming or continuous swimming in cold water may cause muscular cramps. These are most likely to occur in the arch of the foot or in the calf of the leg. Their greatest danger is that they will induce panic. The swimmer who is seized by a cramp should take a deep breath, bend forward in a Jelly Fish Float position and slowly but firmly knead the cramped muscle. After releasing the cramp the swimmer should change his stroke before continuing to swim. Next time you go swimming, practice this method of curing a "make believe" cramp—it might save your life someday.

Clothing—Help or Hindrance?

If it is necessary to remove your clothes while in the water to make better progress, remove the heaviest articles first. By using the position described for treatment of cramps, the shoes (if you still have them on) may be taken off.

To remove trousers you could assume a back float position, unbutton them, slide them down over your hips and flutter kick out of them. Another position frequently used to remove trousers in the water is the Jelly Fish

Float position. Remember that clothing is a real protection against exposure and only clothing which seriously interferes with your ability to keep afloat should be removed.

Your clothing can also come in handy to keep yourself afloat. Your jumper or shirt may be inflated by tying knots in the cuffs and collar, blowing air in the opening and holding it under water. Your trousers make even better buoys than your jumper.

After the trousers are removed float them on the surface with the fly up, tie a single knot in each leg, then take one side of the waist in each hand and work the garment around on the surface until the legs are at the back of your head and neck. Then flip the trousers over your head and bring the waist down smartly on the surface, trapping a good pocket of air in each leg. Next, gather the waist together under the water and hold it in one hand and you will have a fine pair of "water wings" or "water legs."

Helping Others in the Water

In your efforts to reach a life raft or lifeboat keep a lookout for your shipmates. Some of them may be wounded or otherwise unable to swim to safety and you may be able to help them. But be sure you know

what you are doing before you start. A drowning person is usually far advanced in the stages of panic—his one idea is to keep his head above water so that he can breathe. Nine times out of ten a drowning person will try to grab some part of the rescuer's body or clothing in order to stay afloat.

As the rescuer you should try to reason with the victim as you approach him. Tell him exactly what you are going to do and how he can help. Be sure you don't panic yourself—if he sees that you are relatively calm it will help to put him a little more at ease. However, if the drowning man *does* grab you, dive under the water, taking him down with you. Underwater, a man who is panic-stricken will usually let go. Under no circumstances should a drowning man be struck. His system has already had sufficient shock to cause severe physical reactions and the added shock of a severe blow would only make him worse—it might even cause heart failure.

There are several methods of carrying the victim to the lifeboat or life raft. Select the method which best fits your own abilities, the condition of the victim and the distance you will have to carry him. Here are a few brief descriptions of the most common lifesaving carries:

- **Hair Carry**—This is the easiest of the carries because it allows the most freedom of movement on the part of the rescuer. The rescuer should turn on his side, slide one hand up the back of the victim's head to the top and grasp his hair tightly, leaving the rescuer's other arm and his legs free for swimming with a side stroke. The rescuer may swim on either side, changing hands whenever it is necessary to rest.

- **Head Carry**—The rescuer should swim on his back, holding the victim's head above water with both hands meeting under his chin.

- **Cross Chest Carry**—The rescuer should turn on his side, place his arm over the victim's shoulder, across the chest and under the opposite arm. The victim's body should be supported on the rescuer's hip and the rescuer should swim side stroke using his free arm and both legs. This carry may be done on either side, but should not be used for long distances because it is very tiring.

- **Tired Swimmer's Carry**—If the victim has enough control of himself to obey orders, he should be told to turn on his back, face his rescuer and

How to Make Like A Bobbing Jelly Fish

The "Bobbing Jelly Fish" and other survival techniques are described in detail in a recent 16-mm black and white film prepared jointly by the U.S. Navy and the American Red Cross.

Navy activities may obtain copies of the film *Swimming for Survival* (MN 9198) from their nearest appropriate film library. The film is also available for purchase from commercial firms.

spread his legs and then place both of his hands on his rescuer's shoulders with his arms stiff. The rescuer then assumes the position for the breast stroke and swims, pushing the victim ahead of him as he goes. The breast stroke is useful because it leaves the arms and legs unhampered for swimming and is only slightly more tiring than ordinary swimming.

Life Boats and Rafts

Once you have reached the lifeboat or life raft you are just about as good as "saved." The Navy, Coast Guard and Merchant Marine have equipped all lifeboats, rafts and planes with survival equipment adequate for emergencies at sea. It would be a good idea for you to become familiar with the boats and rafts on your ship, and the equipment they have on them.

While you are waiting for a rescue ship or plane keep your eyes open for signs of land.

- Large numbers of birds indicate some kind of land is nearby. Take special notice of the evening flight of any birds for most species return to land at night if they can.

- Fixed cumulus clouds in an otherwise clear sky are likely to have been formed over high or mountainous land.

- Take note of any stationary cloud — especially where moving clouds are passing by—for that little white cloud in the sky may be an indication that land lies beneath it beyond the horizon.

- Another sign of land is "lagoon glare"—a greenish tint in the sky or on the underside of a cloud, caused by the reflection of sunlight from the shallow water of coral reefs.

- The reflection of light from any surface such as land, shoal water, ice or snow may be reflected in the sky or on clouds and indicates land.

- Drifting wood or vegetation is another sign that land is near.

With the swimming skills and life-saving techniques you learned in recruit training, the information on the accompanying chart, the modern survival equipment on lifeboats and life rafts and the speed and accuracy of the Navy's search and rescue planes, the chances of survival at sea today are pretty much in your favor *if you keep your head*. If you remain calm and keep your spirits up you will find the battle for survival a fairly easy victory. Just remember that although you may have to "abandon ship" there is no need to abandon hope.

—Ted Sammon



HAWAII MARS—JRM waits on Clear Lake for weather to clear at NAS Alameda, Calif. Crash boat is used to take passengers and crew to shore.

There's a Seaplane Haven in Those Mountains!

When bad weather closes the seadrome at Headquarters Air Transport Squadron Two (VR-2) at U. S. Naval Air Station Alameda, Calif., the Navy's flying boats en route from Honolulu, T.H., are sometimes forced to land at Clear Lake—about 139 miles north of Alameda.

Although bordered on all sides by mountains, Clear Lake is, because of its size, an ideal place as an emergency landing station for the big flying boats.

It is 30 miles long, 11 miles wide and 110 miles around while the average over-all depth is only 26 feet.

Only four men operate this emergency alternate landing area which is restricted to daytime operations. The "station" at Clear Lake consists of a building, a portable radio van for transmitting weather re-

ports and a hygrothermograph for recording relative humidity and air temperature.

Adjacent to the property are the piers, a fuel tank with a 1000-gallon capacity and one Navy crash boat.

Whenever an emergency landing is made, the Clear Lake crew immediately speeds out to the plane in the crash boat and picks up the passengers.

The passengers may then be taken to restaurants in the locality where they wait until NAS Alameda is re-opened. Facilities at the emergency station are not adequate to accommodate a large number of people.

In addition to transmitting reports on local weather conditions from 0600 to 1800 daily the portable radio van maintains contact with Alameda flight control. P. S. The fishing is good too.



CLEAR LAKE station is small but important. The large area of water and shallow depth make an ideal landing for large flying boats.

★ ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★ ★

Ship Is Named for Sailor's Dad

If David M. Kyes, SR, USN, could write his own orders upon graduation from recruit training it's a cinch that they would read, "proceed to USS *James E. Kyes* (DD 787) for duty." The ship is named after his father.

The elder Kyes, a commander during World War II, was a Navy Cross winner for his exploits during the sinking of USS *Leary* (DD 158). As the ship was going down CDR Kyes gave his life jacket to a crew member and sealed his own fate. Later the Navy named a new destroyer in his honor.

In addition to having a ship named after him, David's father, who was an avid mountain climber, has a mountain in the State of Washington named after him. He conquered the peak and cartographers now list it as Kyes Peak.

Young Kyes, presently at NTC San Diego, Calif., states that serving on board *Kyes* is his fondest desire.

Divers Dive Deep Down

Two Navy men from the Pearl Harbor-based submarine rescue vessel USS *Coucal* (ASR 8) came close to breaking the Pacific Fleet Diving Record by descending 440 feet during diving operations off the coast of Japan.

The two deep sea divers, J. T. McEneaney, MMC, USN and H. C. Chandler, MEC, USN were at first believed to have set a new Pacific Fleet Diving Record. However, official records revealed that they were 60 feet short of the Pacific Fleet Record of 500 feet. This record was made in May 1949 in the Bay of Panama.



USS *Coucal* (ASR 8) makes smooth passage through calm waters. The submarine rescue vessel's home port is Pearl Harbor and her home yard is Mare Island.

The world record is 534 feet. It was made by the British in a lake in Scotland. The Atlantic Fleet Diving Record held by the U. S. Navy, is 485 feet.

Lifeboat Ejection Device

Ingenuous crewmen of USS *Coral Sea* (CVA 43) have come up with what is believed to be one of the fastest methods yet devised for getting aid to a man overboard—a device that inflates and drops a rubber lifeboat into the water in a matter of seconds. A yank on the proper line is all that is required.

The system is simple and it works. A piece of inclined sheet metal serves as a false bottom in each of the two lifeboat baskets mounted on the port and starboard quarters of the overhead on the flight deck, with a rubber lifeboat installed in each.

To drop the lifeboat into the water, the forward-folding, hinged section of the lifeboat basket is opened by a simple "quick-release catch" consisting of toggle pin and hasp. The ripcord on the lifeboat is stopped off with a piece of marline that serves to pull the ripcord as the raft falls into the water and thereby inflates the boat. The marline then breaks under the weight of the boat.

In times of emergency, the man on watch on the fantail simply pulls a wire, connected by remote control to the quick-release catch, and releases and inflates either the port or starboard inflatable lifeboat in a matter of seconds after he hears the word passed of "Man overboard!"

Coral Sea tested the new installation both in port and underway, and Navy men agree that their new gadget is both quick acting and practicable. There's no patent involved if other vessels want to try the idea.

YESTERDAY'S NAVY



On 14 Feb 1778 Captain Jahn Paul Janes, in the 18-gun American cruiser *Ranger* received the first salute to the Stars and Stripes in Europe while in Quiberon Bay, France. On 19 Feb 1945 the U. S. Marines of the Fifth Amphibious Corps, supported by heavy units of the U. S. Pacific Fleet and by shore-based and carrier aircraft landed on Iwo Jima in the Volcano Islands. Four days later, on 23rd of Feb 1945 the Marines hoisted the American flag in the new famous flag-raising on Mt. Suribachi. On 9 Feb 1799 *Constellation* captured French frigate *Insurgente* in West Indies.

Portable One-Man Helicopters

Research and development contracts on one-man portable helicopters have been awarded by the Navy.

The small helicopters, named rotorcycles, will be for use in observation, liaison, escape and evasion and for small tactical maneuvers.

Both designs selected by the Navy are for a compact rotorcycle which can be collapsed into a small package for easy transportation, and quickly assembled when needed.

Propulsion for both rotorcycle designs is a four-cylinder opposed, two-cycle air-cooled gasoline engine. One will have a single two-bladed rotor with a small tail rotor. The other calls for a two-bladed rotor arrangement with a fixed tail stabilizer.

Miss Amphibian, Pacific

The U. S. Amphibious Force, Pacific Fleet, has always been recognized as an outfit that has "plenty on the ball" and its recent choice for "Miss Amphibian" is only further proof of its good judgment.

By a force-wide ballot, a Navy mother of two children was elected "Miss Amphibian" from among 15 finalists representing 11 ships, two units and one staff.

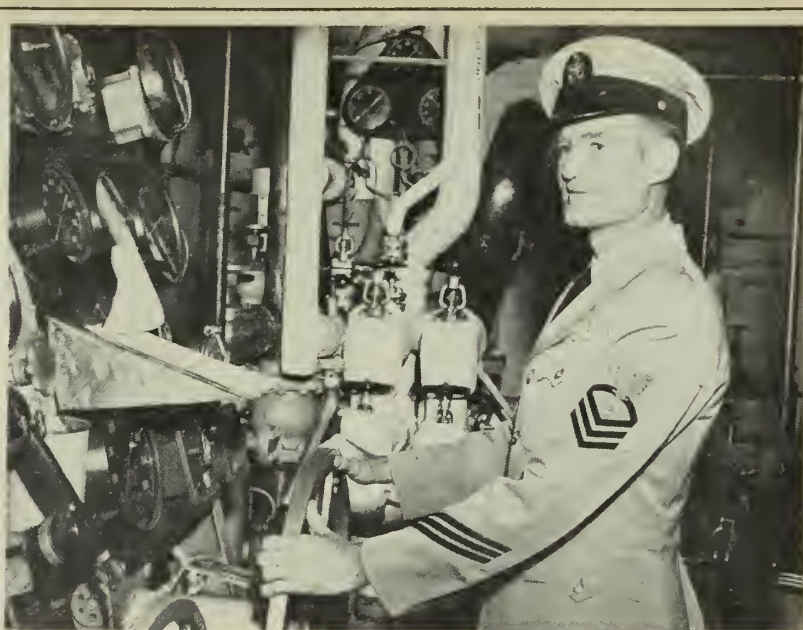
Mrs. Patricia Walters, wife of Harley C. Walters, BM3, USN, crewmember on board *uss Meniffee* (APA 202) was designated "sweetheart of the Amphibious Force" in ceremonies on board *Meniffee*.

Mrs. Walters who was previously selected "Miss Meniffee" has been married seven years and has a five-year-old son, Michael, and a two-month-old daughter, Margaret.

Walters is a Navy career man with nine years' active duty behind him. He is serving a second hitch in the Amphibious Force, Pacific Fleet, after recently shipping over for six more years.



SWEETHEART of Amphibious Force, PacFleet, receives congratulations from husband, Harley C. Walters, BM3.



LAST PLANKOWNER to lease *USS Bausell* (DD 845), Edward J. Connors, MMC, secures the steam for last time after completing eight years on board.

Plankowner Is Piped Off Destroyer after 8-Year Tour

If Edward J. Connors, MMC, USN, had trouble getting rid of his sea legs when he reported to NTC San Diego recently, it's perfectly understandable—he had just finished an eight-year of duty on board the same destroyer.

In 1946 Connors reported to the pre-commissioning detail for *uss Bausell* (DD 845) as a first class petty officer and has served in that ship until his transfer to San Diego.

During that time he made six different trips to the Orient, two of them during the Korean war.

When the chief received his orders, a special celebration was planned, cake and all, to present him with his "plankowner plaque." In addition, Connors held personnel inspection of the ship and upon departure was piped over the side with four chief petty officers serving as honorary sideboys.

Violin Maker

Navy men have a reputation for their unique "off duty" hobbies that range from raising snakes and snails to building boats and baking bagels, but one of the most unusual hobbies belongs to a seaman on board *uss Newport News* (CA 148)—he's a violin maker and repairman.

Derwent B. Angier, YNSN, USN, has spent more than 400 hours of his spare time restoring and making violins. This unique hobby actually began when Angier was only 10 years old and his father gave him his own violin. The young musician later became interested in how to preserve the instrument's musical tone.

By reading, studying and talking with famous violin makers, he developed and increased his knowledge of violins. Cashing in his savings, he bought more than \$400

worth of specialized tools and equipment and then purchased additional violins for the sole purpose of restoring and repairing them.

Angier entered the Navy in June 1952 and after a tour of duty in a destroyer and attending the Navy Music School at Washington, D. C., he reported to the heavy cruiser *Newport News* in October 1953. Taking part of his materials with him, he soon found room in one of the storerooms which he used as a working area and began work on his first violin.

With his first violin recently completed and valued at \$300, Angier is now working on his second one. He hopes some day to have a shop of his own where he can make, sell and repair violins—meanwhile he has an interesting hobby to occupy his "off duty" hours and keep the violins on *Newport News* in tune.

VF-22 Claims 'E' Record

Fighter Squadron 22 of NAS Jacksonville, Fla., in less than five months has racked up a total of 55 individual Navy "E" awards for "outstanding proficiency" with weapons. VF-22 claims this tops all records for the number of "Es" won in any similar period or even a 12-month period by a Navy squadron.

VF-22 men started their collection June 1954 while stationed at Guantanamo Bay, Cuba, where they ran up a total of 34 "Es" during their annual Atlantic Fleet Air Force Gunnery Competition at 15,000- and 25,000-foot altitudes.

This was followed by glide bombing when they took six more "E" awards and set a new top score for an exercise of that type in the Jacksonville area.

Then in August, during their ComAirLant competition, they added three more "Es" after trying their hands at rockets.

In September their total mounted higher when they attained eight "E" awards with their skill in high-altitude dive bombing and strafing—setting still another Fleet Air Jacksonville top score.

This was followed by a second glide-bombing competition which gave the "Cavaliers" four more "Es"—winding up with a total of 55 awards.

Credit for the achievement was attributed in a large degree to the maintenance work of the squadron's enlisted technicians. During one month, the squadron's *Banshees*

were maintained in a 100 per cent 'ready to fly' and 'ready to shoot' status, and were 94.3 per cent available for the entire five-month period.

NAS Jacksonville is no stranger to "Es." Fighter Squadron 174, stationed at Cecil Field, received a Battle Efficiency "E" for being the best jet intercept squadron in the Atlantic Fleet for the past year. VF-174 was the third Fleet Air Jacksonville squadron to earn a ComAirLant "E" for 1954.

The individual "E" awards are granted by ComAirLant upon the recommendation of the local Carrier Division or Fleet Air Commanders on the basis of individual proficiency in gunnery, bombing or rockets.

The Individual "E" awards differ from the Battle Efficiency award. The Battle Efficiency "E" is awarded to the unit as a whole rather than to individuals.

Good Neighbor Policy

The contribution of a young Navy enlisted laboratory technician loaned to the Osaka, Japan, National University in helping to indoctrinate Japanese technicians in the Medical School's Central Clinical Laboratory, has attracted much attention among medical circles in Japan.

The story behind this story concerns the friendship developed between two neighbors, Dr. Toru Miyaji, pathologist at Osaka National University and William L. Jones, HM1, USN, of the U. S. Navy Fleet Epidemic Disease Control Unit No. 2.

It began in 1949 when Dr. Miyaji

was invited to the American National Cancer Laboratory. While in the U. S., the Japanese doctor lived in a suburb of Washington, D. C., and by coincidence, next door to Hospital Corpsman Jones. They became acquainted and soon a friendship developed.

One day, Dr. Miyaji jokingly asked Jones to come to Japan to help him set up a laboratory patterned after the National Naval Medical Center at Bethesda, Md. Jones answered "Sure—any time."

Since that time, the Laboratory at Osaka University materialized and quite by chance, Jones was assigned to FEDCUTWO in the Far East. When Dr. Miyaji learned of Jones' assignment, he contacted Captain R. W. Babione, MC, USN, Officer-in-Charge of Fleet Epidemic Disease Control Unit Two, and asked if Jones might be permitted to help him set up the laboratory procedures.

Permission was granted by the Commander Naval Forces Far East, and a casual remark made five years before, became a reality.

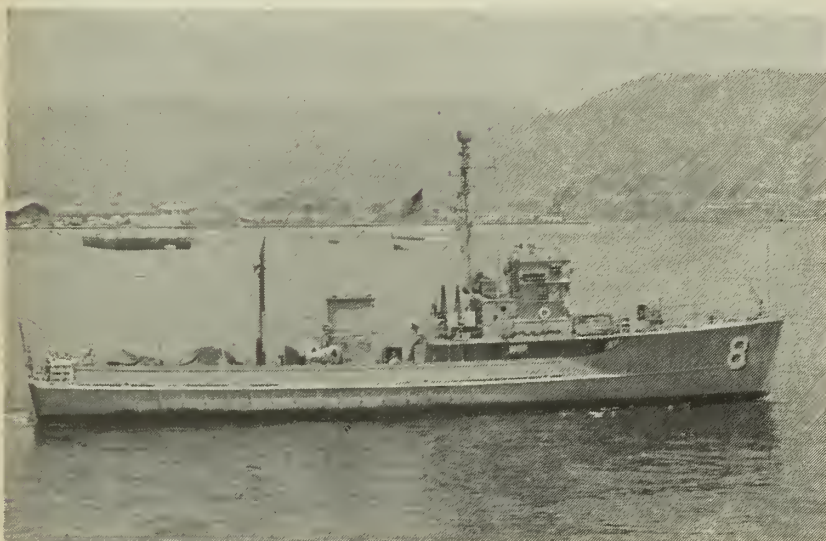
While in Osaka, Hospital Corpsman Jones taught the Japanese medical technician's methods he had learned as a Naval Laboratory Technician. As Dr. Miyaji explained, these methods "were found more accurate and simple than had been carried out before in this country" and that Jones "has done a three months' job in one month, despite the language barrier."

Terrier Has a Nose for Airplanes

Terrier, a Navy supersonic guided missile, demonstrated its deadly effect for high Navy and civilian officials during the air defense phase of recent Atlantic Fleet exercises.

The new "plane killer" is a slim, needle-nosed surface-to-air missile, designed to intercept aircraft at much greater ranges and higher altitudes than other present-day anti-aircraft weapons. The missile may be fired successfully under any conditions of visibility.

Terrier, which has been undergoing tests since the spring of 1952, has proved so accurate that almost all launchings against target drone aircraft have been made by missiles which did not carry explosive warheads. These dummies signal a "kill" by releasing a puff of smoke near the target plane. Even without warheads, however, *Terriers* have smashed targets by direct collision.



MOTOR MINE SWEEPER, USS Curlew (AMS 8) closes land while heading for port. The small ship that clears the way for other vessels operates out of Japan.

Answers Call of Sea Chanteys

Seagoing mountain boys and hill-billy music lovers in the Pacific Fleet might well envy the crewmen in *uss Lyman K. Swenson* (DD 729)—they've just taken aboard a real guitar tickler, Lonnie D. Watson, FA, USN.

Watson, who was a member of the Naval Reserve for two years before joining the "Regulars" in September 1954, was a weekly performer on a nationwide radio show for eight months before entering active service. He has also displayed his talents on a weekly 15-minute radio show and as one of a quartette which played religious numbers for church functions.

Listening to adult members of his family play folk songs on their guitars first kindled Watson's interest in the instrument. Lonnie sold newspapers to earn the price of a guitar, and began playing without ever having received a formal lesson. Then he started winning amateur contests and appeared on radio and television shows.

Lonnie's boost to the bigtime came when a star on a nation-wide radio program heard his guitar yield melodious folk tunes and offered him a spot on his show. Now Watson is adding sea chanteys to his wide mountain-music repertoire.

Where's That Trombone Player?

uss Gurke (DD 783) boasts that she is one of the few destroyers in the U.S. Navy to have her own band. A famous "sitting duck" ship which helped lead the assault on Inchon in 1950, *Gurke* recently completed her seventh tour of duty in the Far East.

The idea of a ship's band was the brainchild of LTJG Calvin W. Swart when he learned there were seven other men in *Gurke* who also were musically inclined.

The "musical eight" got together and were soon playing for such occasions as entering port, coming alongside ships, and on quiet Sunday afternoons at sea. The band also gave a concert at the Servicemen's Recreation Center at Kobe, Japan.

The band has been well received, but occasionally it runs into a little trouble when it finds itself without the services of its trombone player. That's because his duties as the ship's executive officer require his services elsewhere. The (sometimes) trombone player and (always) exec is Lt.

This Party Honored All the Navy's No. 1 Sailors

Chief Petty Officers of NAS Argentia, Newfoundland, were throwing a party recently. Real formal affair, too—the CPOs were wearing black bow ties. During the party an unexpected guest showed up. Although he was schooner rigged, whereas the chiefs were square rigged, they invited him to the party, not letting the lack of a black bow tie keep the guest outside in the snow.

The visitor was Admiral Robert B. Carney, USN, the Chief of Naval Operations. He had been en route to Europe, but a snow storm forced his plane down. The plane was damaged upon landing in the snow, and CNO spent the night—little thinking that he'd be invited to a party.

During the party a young Navy wife said to CNO: "My husband's the number one sailor in the Navy." Admiral Carney said: "Are you sure he isn't number two?"—since the job of Chief of Naval Opera-



CNO DROPS IN on CPO's black-tie party at NAS Argentia, Newfoundland, when plane was snowed in.

tions is the number one Navy billet. "No," repeated the lady firmly, "my husband is the number one sailor in the Navy."

The Admiral left it at that—figuring that there are a great many number one sailors in this Navy of ours.—A. Parnak, ICC, USN.

John B. Haines, USN.

Other members of the band are J. R. Salinas, SN, Charles W. Morem, MM3, Walter E. Schmitter, SN, Dick M. Jackson, SDSN, Steve J. Harvey, SN, LTJG Ronald L. Stout and LTJG Cal Swart.

Versatile Photo Recon Plane

The F7U-3 photographic reconnaissance airplane, a new version of the F7U-3 *Cullass*, is now undergoing tests for future acceptance by the Navy.

With a nose that is two feet longer than on its fighter plane counterpart, the increased length of the F7U-3 photo plane permits the use of three camera bays. There's a forward firing camera in the first bay, and a rotatable camera installation in the center bay. The third bay can accommodate a three-camera installation with overlapping fields of view to give a horizon-to-horizon photograph, or it can house a long focal length camera to permit high altitude, vertical photography.

By changing the type of cameras installed, the photo F7U-3 can be used in four different types of air photography: general reconnaissance, mapping and charting, beach and offshore, and night reconnaissance photography, using flash flares.

Retired Railroader Ships Over

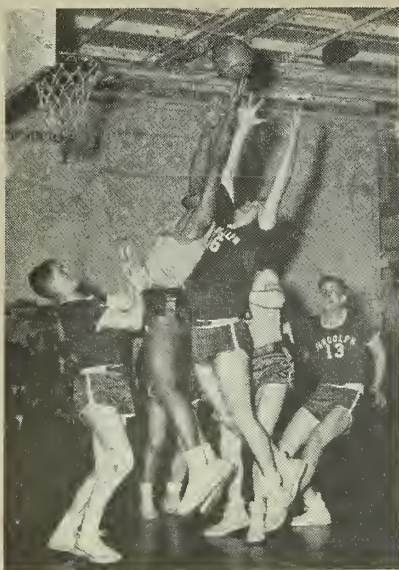
With nearly ten years of military service sandwiched between 30 years of "working on the railroad," Truman J. Newton, TEMC, USNR, has "shipped over" in the Navy at the age of 60.

Chief Newton, currently on duty in the communications office of Commander Fleet Air Hawaii, recently signed up for four more years in the Navy—adding another chapter to his varied career.

In addition to his service as a telegrapher and station agent for the railroad for 30 years he served eight months in the Mexican Border Campaign in 1916 as well as 14 months with the U. S. Army in France and Germany during World War I.

In 1942 he entered the U. S. Navy at Los Angeles, Calif., and served 26 months with the 16th Seabee Battalion in the South Pacific during World War II.

During the Korean War, Chief Newton saw active duty in the carrier *uss Badoeng Strait* (CVE 116) in the Far East. After shipboard duty he received six months' instruction at the U. S. Naval School, Teletype Maintenance, at San Diego, Calif., prior to commencing a two-year tour with Staff Commander Air Force, U. S. Pacific Fleet.



BASKETBALL season is in full swing. Here, men of USS *Midway* and *Randolph* play game in fleet tourney.

Touch Football Champs

Navy's Air Force Atlantic touch football team edged the Destroyer Force team 13-12 to win the Atlantic Fleet Touch Football Championship.

AirLant was forced to come from behind twice to tie the score at the end of the regulation playing time. Then, in the sudden-death overtime, AirLant made the deepest penetration to annex the title.

In the week-long double-elimination tourney, DesLant had been defeated once while AirLant was unbeaten.

In the first round, DesLant smothered defending champion PhibLant 31-6 while Airlant defeated BatCruLant 25-6. The Destroyer men continued their winning ways in the second round as they walloped FMFLant 32-0, and BatCruLant bounced back from their opening round loss to drop PhibLant from the tournament 7-6.

The third round saw the two undefeated powers, DesLant and Airlant, meet in a thriller. DesLant went ahead early in the game but Airlant began displaying their come-from-behind power as they defeated the Destroyer sailors 18-14.

In the other quarter-final game, FMFLant handed BatCruLant a second loss, 19-13, to eliminate them from the tourney. In the semi-finals, DesLant had an easy time as they again shellacked the Fleet Marines, this time by a 27-0 score, to gain the finals and the Atlantic Fleet tourney.

Navy Torpedoes Ole Miss

All the "Doubting Thomases" were made believers after Navy walloped the University of Mississippi 21-0 in the Sugar Bowl. Navy last played in a bowl game 30 years ago when they tied the University of Washington 14-14 in the 1924 Rose Bowl.

The Midshipmen picked up on this New Year's day where they had left Army on 27 November and, with a mixture of outstanding ability, extraordinary hustle and with the familiar "indomitable will to win" came through with one of the greatest naval football victories of the year.

Sportwriters, visiting coaches and other football experts had earlier pointed out that although Navy had a fine team and excellent spirit, "Ole Miss" had the bigger and stronger line and two sets of backfield racehorses. But there were a few intangibles that these experts had failed to count on.

The men-who-should-know said that Navy would have its work cut out for it because of the injury to tackle Jim Royer and the attack of tonsillitis which sidelined Navy's swiftest halfback, Bob Craig. The loss of these men and Navy's initial practice session, during which they looked sluggish, turned the odds and the talk of victory over to the Mississippi side.

Phil Monahan, Navy halfback and team captain, was another of these "intangibles." Although he had played only 30 minutes during the regular season and saw limited service in the Sugar Bowl, he is credited now as being one of the greatest inspirational leaders a Naval Academy team has ever chosen.



GREAT LAKES WAVES are Waukegan Softball Champs. With trophy are Roy Neff, SK2, USN, coach, and team captain, Louise Robbins, USN.

This leadership and team spirit were quickly demonstrated by the Midshipmen to the 82,000 fans in the stadium and a nation-wide television audience. Taking the opening kickoff back to their own 30, the Navy eleven didn't give up the ball until they'd smashed their way to a 7-point lead.

Fullback Joe Gattuso, halfback Johnny Weaver and quarterback George Welsh were the big men in Navy's initial offensive thrust. The big play of this scoring drive came on the fourth play of the game. Navy had missed a first down on its own 40, making it fourth and a yard to go.

Normally, this situation would call for a punt, but not for quarterback Welsh. He and his teammates had journeyed to New Orleans for one purpose: victory. And this was only attainable by having possession of the ball so Welsh called on fullback Gattuso and the 172-pounder responded by literally smashing through the "Ole Miss" line to the 45 and a Navy first down.

Maybe this gamble didn't win the game for Navy but it showed the spirit and cockiness of the undersized and injured Navy squad. The way it worked out, from this point on, the game was no contest. The 157-pound Welsh, running the option play off the split-T, continually had the "Ole Miss" defense baffled. He completed passes to ends Ron Beagle and Earl Smith and halfback Weaver whenever Navy needed yardage.

Joe Gattuso turned in a sparkling performance with his outstanding play on defense, his vicious blocking and kicking, and his gains of 111 yards from scrimmage. He accounted for two of Navy's three scores. Although he was awarded the Outstanding Player Award, it was a close ballot over his teammates Alex Aronis, Len Benzi and Weaver.

The eager Weaver scored Navy's other TD in the third quarter when he went high in the air to grab the ball from the clutching hands of two Mississippi defenders.

But great as was the performances of these backfield aces, it was the play of the Navy team as a whole, both offensively and defensively, that gave the Middies complete control of the game. The Rebs from "Ole Miss" couldn't cope with Navy's blocking and almost magical perfection in running the option plays.

Navy ball carriers gained almost

450 yards against "Ole Miss" which had been rated the No. 1 defensive ball club in the nation. The knock-em-down-so-they-stay-down type of blocking for Navy runners was provided by such tackles as John Hopkins, Pat McCool, and Hugh Webster, the two guards Alex Aronis and Len Benzi, who spent most of their afternoon in the Mississippi backfield, and center Wilson Whitmire. Finally, but far from least, it was the inspired coaching of Navy's Eddie Erdlatz that helped make the Sugar Bowl game a victory for the sailors.

Pistol Packin' Pinion

Chief Machinist Offutt Pinion, USN, of USS *Kula Gulf* (CVE 108), was the only Navyman selected to the U. S. Rifle and Pistol team which competed in the International Rifle and Pistol Championships at Caracas, Venezuela.

The U. S. team won second place in the slow-fire pistol matches. The Russian teams won the championships in both the rifle and the pistol matches.

Shooting in competition with the best pistol shots in the world, Pinion won three gold medals, fourth place among his teammates, 13th place in the world individual championships and was a member of the second place U. S. team.

Pinion won his gold medals in the .22 caliber slow-fire, the .22 caliber rapid-fire and silhouette, and the .38 caliber slow-fire and silhouette matches.

To earn his place on the All-American team, Pinion had to outshoot several hundred competitors. After winning top spots in the regional and quarterfinals, Pinion placed fifth in the semi-finals. He scored fourth in the finals elimination—the place he maintained on the U. S. team.

In setting the new International record in the slow-fire event, which consists of 60 shots at a distance of 50 yards, Pinion turned in an outstanding score of 564 out of a possible 600 points. He also set a national record in this event as he won first place in the N. R. A. Middle Atlantic Regional championships held at MCS, Quantico, Va.

Chief Warrant Officer Pinion was captain of the pistol team from the Navy's Atlantic Air Force, as it won the Atlantic Fleet and 1954 All-Navy pistol championships.

—Joe Kennedy, JO2, USN

SIDELINE STRATEGY

Four more Navy golfers have qualified for the "Hole-in-One" Trophy awarded by BuPers Special Services. Every Navyman on active duty is eligible to compete for this award.

CDR Robert O. Canada, Jr., MC, USN, qualified for his trophy while playing over the nine-hole course at the Charleston, S. C., Naval Shipyard. As CDR Canada stated it, "At 1345 hours on 20 Oct 1954, at the U. S. Naval Shipyard, on the fourth hole of the nine-hole golf course, with clear weather, dry ground and a three-knot following wind, a five iron shot was hooked but carried and rolled 155 yards, dropping without hesitation into the cup. This represented the first such occurrence for the undersigned in 20 years of effort."

CAPT. L. M. Stevens, Jr., USN, commanding officer of NAS Cecil Field, Fla., qualified for his "Hole-in-One" trophy on 12 Dec 1954. Playing over the 18-hole NAS Cecil Field course, Captain Stevens holed out his tee shot from the 113-yard ninth tee, using a No. 8 iron.

James J. Olson, CWOHC, USN, of Com 13, Seattle, Wash., was playing at a local civilian golf course in Seattle on 15 Oct 1954 and used a No. 5 iron on the 175-yard fourth hole to score the first "ace" of his life and qualify for his trophy.

The Pitch and Putt golf course at the U. S. Naval Hospital, San Diego, Calif., was the

place where LT W. D. Cranney, MC, USN, scored his feat. Using a No. 6 iron, LT Cranney holed out on the 135-yard No. 3 hole.

Trophies for each of these golfers have been engraved and mailed to them. You, too, can earn a "Hole-in-One" trophy. All you have to do is make a hole-in-one, get four attesting signatures and submit your request to BuPers (Attn: Pers-Gla) via your CO.

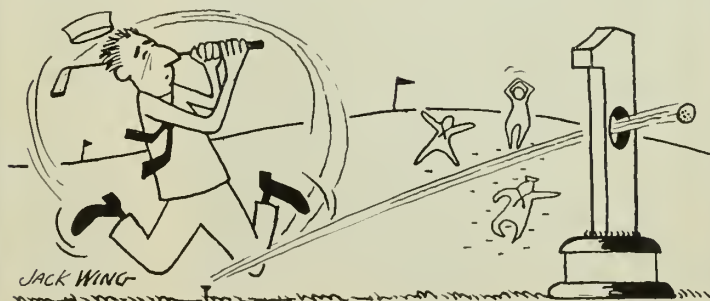
You should have scored your hole-in-one on or after 1 Oct 1954. Information is contained in the BuPers "Special Services Newsletter" 8-54 of 27 Oct 1954 and 9-54 of Nov 1954.

★ ★ ★

In other recent international sports competition, the eight-man U.S. skeet team, loaded with five shooters from NAS Jacksonville, Fla., won spots in the top 13 places at the International Skeet Championships held at Caracas, Venezuela. There was no team championship awarded.

Competing in a crack field of 288 of the world's best skeet shooters from 36 countries, Ken Pendergras, AEC, USN, of NARTU, Jacksonville, tied for second place with a score of 145x150 birds. Other NAS Jax team members were Bill Arthur, team captain, who tied for third, Titus Harris, who tied for fourth, and Joe Hayman and Francis Smith, who finished 12th and 13th.

—Rudy C. Garcia, JO1, USN



SERVICESCOPE

Brief news items about other branches of the armed services

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TEXAS TOWERS, OFF-SHORE RADAR WARNING and weather data collecting and reporting stations will be constructed along the East Coast of the U. S. The stations will be built about 100 miles off the coast and will be linked with the shore-based warning network used to defend the country against possible air attack.

The station platforms will be built on pilings and raised above the high-water mark at a safe height to protect them from severe weather conditions. Each station will include housing facilities for all the technical equipment needed and shelter for a crew of more than 30 personnel who will be stationed at the site for periods of 30 days.

"Texas Towers" is a project of the U. S. Air Force with the Navy's Bureau of Yards and Docks acting as the construction agency. Each station will cost more than one million dollars for basic construction without specialized equipment.

Plans call for space for helicopter landings and there will be docking facilities for re-supply of each station.

★ ★ ★

THE F-101A *Voodoo*, a fighter airplane, is now undergoing development by the U. S. Air Force for assignment to the Strategic Air Command.

Designed to meet Air Force requirements for a long-range fighter, the powerful fighter is in the supersonic class and is also capable of carrying atomic weapons. It is also capable of in-flight fueling.

Aircraft dimensions of the F-101A are 39.7-foot wing span, 67.4-foot length and 18-foot height. Both wings and stabilizer arc swept back 35 degrees. A tricycle landing gear is used, and retractable speed brakes are housed in the aft fuselage section. It is also equipped with a parabrake—a parachute stored in the tail section compartment, which may be released by the pilot to reduce the landing roll.

Two J-57 turbojet engines which power the *Voodoo* develop approximately 20,000 pounds of thrust.



ARMY GETS taste of salt with new amphib cargo carrier, the 'Otter,' capable of crossing almost any terrain.



AIR FORCE'S new turbo-prop transport YC-130 can carry 20 tons of cargo and has many new loading features.

COMBAT TELEVISION—Top Pentagon officials got a look into the future recently as they watched a special demonstration of combat television which gave them a first hand view of mock battle at Fort Meade, Md.

Predictions that high military officials in the Pentagon might some day be able to follow on television the actual progress of battles as they occur in far off corners of the earth followed the viewing.

All combat TV needs today to bring battle progress into the strategic command centers and nation's capital is a method of carrying TV signals across the ocean and the scientists are working on that. As a result, large-scale invasions or bombing raids could be watched as they occur.

In the demonstration, seven hand-carried TV cameras, one mounted in a plane and another on an assault craft, actually went into battle with the troops.

The battle commander saw instant pictures of what was occurring. This allowed him to redirect his troops and order additional artillery fire as needed. He also interviewed a captured "prisoner" through the magic of TV and as a result gathered valuable information about the "enemy."

★ ★ ★

WHAT IS BELIEVED TO BE the world's first military airport designed and equipped exclusively for helicopters is now in operation at Fort Eustis, Va.

Felker Heliport, as the field is known, has been developed as an adjunct of the Army Aviation program to be used for helicopter unit training and as an experimental port for rotary wing operations. The field is named after the late Warrant Officer Alfred C. Felker, who was killed in line of duty last year.

The heliport is in the form of a giant wheel fringed by a circular taxiway, divided into quarter sections by two 600-foot pads. Spotted around the outer edge are eight circular landing pads. Both runways and pads will be used as take-off and landing areas by helicopters. Nearby areas include a large hangar capable of accommodating the largest cargo-type helicopters and providing enough room for five separate maintenance shops. There is also an administration building complete with modern glass-enclosed control tower and a large warehouse for storing equipment and supplies.

ALL HANDS

EXPERIMENTS CARRIED OUT since the end of World War II at the Army's first language-intelligence school at Monterey, Calif., have been so impressive that plans are now underway to give it permanent status.

Here, the Army and Air Force are teaching their members to talk in more than 20 foreign languages. In the process of learning languages, the students also are absorbing facts about the geography, history and economics of the countries where the languages are spoken.

During the school's brief existence it has already demonstrated to thousands of American military personnel that acquaintance with the world's principal languages is a must under present world conditions.

More than 2000 military students and instructors are kept continuously busy at the school. Most of the principal races are represented in this global community.

★ ★ ★

A NEW RECORD for high-altitude parachute jumps has been set by two U. S. Air Force officers who parachuted safely from a B-47 Stratojet bomber at 45,200 feet—more than eight and one-half miles up. The old parachute record of 42,000 feet was established in 1950.

The record jumps, made over the Gulf of Mexico, used a new type downward ejection seat being tested by the Air Force.

The tested method of emergency escape from high speed aircraft used an ejection seat mounted on rails which is driven downward and out of the aircraft by the explosion of a powder cartridge. The fully automatic system releases the jumper from the seat and opens his parachute by special explosive and timing devices.

★ ★ ★

AN ARMY RANGE FINDER that can pick out an enemy target three miles away is undergoing tests in Dayton, Ohio, for use in tank warfare.

It is nicknamed the "Bulldog" because "once it gets hold of a target, it won't let go." Ordnance experts claim that the range finder can pinpoint an enemy target 5000 yards away and be accurate within less than one



FLYING HIGH over western countryside during a test flight is the Air Forces' new B-52 Stratofortress.

yard, which makes this one of the most deadly devices yet made for tank warfare.

The instrument is intended to be used with a 90mm gun on a medium T48 tank.

The Bulldog consists of four basic parts: A high-powered telescope; a mechanical brain which selects the proper type of ammunition, range of the target and corrections needed to hit it; a ballistics drive which raises or lowers the gun sighting system according to instructions from the mechanical brain, and a telescopic sight which can locate targets as far as three miles away.

★ ★ ★

ZERO LENGTH LAUNCHER is the name of the launching equipment for the *Matador* guided missile.

The mobile launching device, a specially constructed semi-trailer, operates in an area only 100 feet square, without the use of a runway. Only one part of the device moves during the operation, and that moves but a few inches.

The Zero Length Launcher's mechanism consists of a 39-foot semi-trailer, a motor generator, blower, hydraulic pump and a wing rack. The missile is mounted on the launcher by a three-point suspension.

Launching can be done from any hard-packed spot, though concrete, macadam or pierced-steel planks are preferred as a launching site.

★ ★ ★

RADAR has been adopted by the Army to detect and track down the source of enemy mortar fire during ground combat.

The new aid is a versatile and mobile radar 'eye,' which acts as sentry, warns of enemy movements and pinpoints enemy mortar locations.

U. S. ground forces in several theaters already are equipped with these detector systems, known as counter-mortar radar AN/MPQ-10. Early models were flown directly from the factory for battle-testing in Korea.

With the help of this electronic locator, front line forces can detect and 'lock on' the path of enemy mortar shells, automatically track their trajectory and obtain computer range data which reveal the enemy position.

The system is compact and mobile.



ARMY GUN CREW gives a demonstration of new 280mm automatic cannon to Marine audience at Fort Bragg, N. C.

THE BULLETIN BOARD

Sailors at Isolated Bases Overseas get Round Trips To Metropolitan Areas for Leave

Navy men serving at 12 isolated overseas bases got a break recently with the announcement that they are entitled to one round trip by air to a nearby large city or country during their tour of duty.

Each serviceman, including Army and Air Force personnel, will receive one such trip during a normal tour of duty at his remote spot. The time will count as leave.

All transportation will be on a space available basis but each man will get a chance to take advantage of the plan.

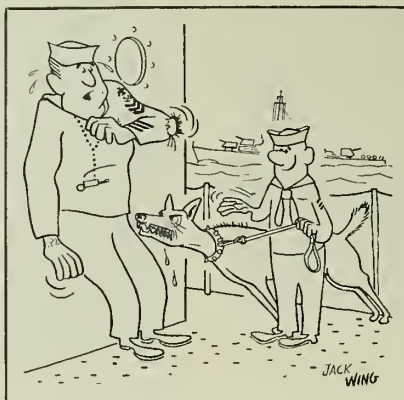
Men may be accompanied by dependents; however, their dependents cannot travel unless the service man accompanies them.

The areas affected and the locations servicemen may visit are:

- **Korea, Iwo Jima and Guam**—Trip from these duty stations authorized to one of the following: to Manila, Tokyo or Hong Kong.
- **Johnston Island**—Trip authorized to Hawaii.
- **Midway Island**—Trip authorized to Hawaii.
- **Kwajalein**—Trip authorized to Tokyo, Hawaii or Manila.
- **Saudi Arabia and Turkey**—Trip authorized to Italy, France or Germany.
- **Iceland and the Azores**—From these islands trips authorized to England or Europe.
- **Narsarsuaq, Greenland, and Goose Bay, Labrador**—Trip authorized to continental U. S.

It was emphasized that all personnel, regardless of rank or rate, will be given equal opportunity to take advantage of the round trip travel. However, persons taking advantage of the program must sign a "certificate of personal gain and remuneration" stating that they will not bring along articles for resale.

Although the Air Force will provide the majority of the flights for this serviceman's vacation program but Navy planes will also be operating in the schedule.



"On second thought, I think I can get you early liberty tomorrow!"

Board Starts to Select EMs for Warrant Officer Appointments

A selection board, just recently convened, is expected to recommend approximately 350 chief and first class petty officers of the Regular Navy for appointment to warrant officer rank during the next few months.

At present the board is going over the records of all personnel in pay grades E-6 and E-7 who have at least six years' active duty and meet the following requirements:

- Must be under 35 years of age if they entered the Navy after 30 Sept 1945 or under 40 years of age if they entered the Navy before 30 Sept 1945.
- Have no record of conviction by a court-martial for the two-year period preceding the date of selection.
- Meet the physical standards prescribed.

No general announcement of the board's recommendations will be made, but individuals recommended will be notified of their selection as vacancies occur.

While this is the first warrant selection board to meet since 1952, promotions to warrant status are still being effected from the last board's recommendations. In December 1954 nine CPOs and one first class petty officer were elevated to W-1 and it is anticipated that a few more will receive appointments from the waiting list before the present board's selections are announced.

Here Are the Latest Shipping Over Details On Your First Reenlistment

HERE ARE THE DETAILS of the recent BuPers instruction which enables you, upon your **FIRST** reenlistment, to ship over for *two* or *three* years, as well as the *four* or *six* years previously in effect (ALL HANDS, December 1954, p. 6). The same instruction also provides for *one-year extensions* in addition to and under the same circumstances as for the *two*, *three* and *four* year extensions previously authorized and removes former restrictions on the one-year extensions.

Reintroduction of the two- and three-year enlistments, discontinued since 1948 and 1949 respectively, enables prospective career Navy personnel to reenlist for shorter terms and still be eligible for the monetary benefits accruing for a reenlistment.

The program also applies to first enlistment Naval Reservists on active duty who wish to enlist in the Regular Navy. In general, they are eligible for the same benefits when enlisting in the Regular Navy as are provided for Regular Navy personnel. First enlistment Reservists enlisting on the Regular Navy may ship over for the shorter periods if they wish to do so.

Four years continues to be the term set for Reservists reenlisting in the Naval Reserve.

The details of BuPers Inst. 1133.1B as it affects you are listed below:

If you are a Regular Navy man with an eight-year UMT&S service obligation and desire to reenlist in the Regular Navy at the expiration of your current enlistment, and are recommended and otherwise qualified, you will not be transferred to the Naval Reserve and released to inactive duty. If eligible, you will be discharged for reason of expiration of enlistment for the purpose of immediate reenlistment in the Regular Navy. This service will be counted toward fulfillment of your UMT&S obligation.

Reenlistment in the Regular Navy will continue to be for periods of four or six years, EXCEPT that per-

sons reenlisting in the Regular Navy for the *first* time may reenlist for periods of two, three, four or six years.

If you are a Naval Reservist serving on active duty, you may be discharged for the purpose of immediate enlistment or reenlistment in the Regular Navy. Periods of reenlistment are the same as for Regular Navy men provided the term equals or exceeds any previous obligation for active service. This service will be counted toward fulfillment of your eight-year UMT&S obligation if you have one.

If you are a Naval Reservist serving on active duty and are discharged for reason of expiration of enlistment or Convenience of the Government, and if you are recommended for reenlistment and otherwise qualified, you may reenlist in the Naval Reserve for four years. In this case, you will be continued on active duty for a minimum period of one year from the date of enlistment. However, this requirement will not affect any other agreement to remain on active duty for a longer period. Your personnel officer has received orders to explain carefully this provision to you at the time of your reenlistment.

If you are a Regular Navyman, your term of enlistment may, by your voluntary agreement, and subject to the approval of your commanding officer, be extended for either one, two, three or four years, or may be reextended for the same periods—provided the extensions and reextensions do not total more than four years in any single enlistment.

This means that you may agree to extend your enlistment for a period of one year in the same manner as permitted for periods of two, three or four year extensions without regard to the former restrictions on one-year extensions. Time served in an *involuntary* extension of enlistment is included in the total of extensions allowed in any single enlistment.

The same provisions are applicable to Naval Reservists serving on active duty who *have not* incurred a UMT&S service obligation. In this case, such persons will be continued on active duty for a minimum of one year from the effective date of the voluntary extension. Reservists who

WAY BACK WHEN

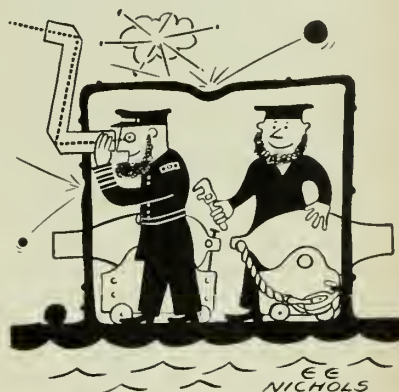
Monitor's Periscope Helped Save the Day

Back in early 1864 the Civil War's Red River campaign was underway, and the U. S. ironclad monitor *Osage* was steaming up river to take part in the action. Rounding a bend in the river, however, the unwieldy ironclad suddenly ran aground.

While her crew attempted to refloat the vessel, a force of some 2000 Confederate soldiers started to attack, firing volley after volley at the stranded vessel. The low tide, coupled with the high banks of the river, protected the soldiers from any return fire from the ship.

Officers on board the *Osage* could not see the attacking soldiers until an advancing column appeared on the edge of the river bank to fire a volley. The monitors, being little more than floating steel boxes with holes for aiming the guns, offered little in the way of protected observation posts.

However, *Osage's* acting chief engineer, a fellow named Thomas H. Doughty, had previously conceived the idea of making a periscope out of a lead pipe and several mirrors for use in directing the monitor's



gunfire. Hurried use of this makeshift 'scope enabled the skipper of *Osage* to see the enemy as they advanced.

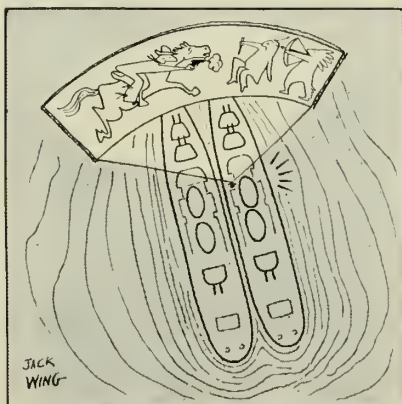
In this manner he directed the ship's fire for nearly an hour, when the Confederates finally retreated.

The homemade periscope had helped save the day for *Osage's* crew, who accounted for 400 casualties among opposing forces.

have a UMT&S obligation are not permitted to extend their enlistments voluntarily.

In general, and subject to certain exceptions described in the enclosure to BuPers Inst. 1133.1B, the benefits listed below are payable as a result of reenlistment in the Regular Navy or extension of a Regular Navy enlistment.

- If you are a Regular Navyman



"If these screens get any bigger we'll have to call a task force together just to show a movie!!"

and have been discharged within three months of normal expiration of enlistment and immediately reenlisted in the Regular Navy, you are entitled to a mileage allowance (formerly known as travel allowance) and lump-sum payment for unused leave upon your discharge, as well as reenlistment bonus or reenlistment allowance upon your reenlistment.

- If you voluntarily *extend* your enlistment for two, three or four years, you are entitled to receive a mileage allowance (on first extension only) and reenlistment bonus or reenlistment allowance, but are not entitled to lump-sum payment for unused leave.

- If your enlistment or reenlistment is voluntarily extended more than once, your extensions, when determining entitlement to your reenlistment bonus under Section 207 of the Career Compensation Act, may be considered as one reenlistment. This means that, while you may receive no monetary benefits if you voluntarily extend for one year, you would be eligible for reenlistment allowance or bonus for the total of

your extensions if you extended a second time.

Naval Reservists serving on active duty who enlist or reenlist in the Regular Navy are entitled to receive payment of their reenlistment bonus, provided these active duty requirements are met:

• If you elect to receive your reenlistment bonus under the provisions of Section 207 of the Career Compensation Act of 1949 (based on the rate of \$40, \$90, \$160 or \$360 upon enlistment for two, three, four or six years) you *must have completed more than one year of active duty immediately preceding your enlistment or reenlistment* in order to qualify for the reenlistment bonus.

If you have been discharged or released from active duty after having served more than one year of active duty, you are entitled to receive your reenlistment bonus provided you enlist or reenlist within three months.

• If you elect to receive your reenlistment bonus under the provisions of Section 208 of the same Act (based on multiplying the number of years for which you are reenlisting by an amount equal to one, two-thirds, one-third, or one-sixth months' basic pay, dependent upon a first, second, third or fourth reenlistment), you may be reenlisted at any time, except during the period



"Ahhh... Jensen, we're looking for a volunteer for an experiment..."

in which you are undergoing recruit training or after the completion of 20 years' service.

Naval Reservists serving on active duty who are reenlisted in the Naval Reserve are entitled to receive mileage and lump-sum payment for unused leave, but are not entitled to receive a reenlistment bonus. If, while serving on active duty, you voluntarily extend your enlistment for two, three or four years, you are entitled to receive mileage pay (on first extension only) but are not entitled to receive lump-sum payment for unused leave or reenlistment bonus.

In the box on this page is a table which tells at a glance the monetary benefits to which you are entitled:

Large Number of Navy Nurses Recommended for Promotion

Names of the largest group of Navy Nurses in the upper grades ever to be recommended for promotion in the 46-year history of the Nurse Corps have been announced. Sixteen lieutenant commanders and 168 lieutenants have been placed on the promotion list for advancement in grade.

Until the 83d Congress, limitations on the distribution of rank in the Navy Nurse Corps were such that opportunities for advancement to grades above lieutenant were far more restricted than those of officers of the line and other staff corps of the Navy.

As a result of Congressional action, the number of commanders on active duty in the Nurse Corps may now be as much as 1.75 per cent of the total number of active officers in the Corps (formerly limited to 0.7 per cent) and the number of LCDRs on active duty may now amount to 7.75 per cent of the total number of active officers in the Corps (formerly limited to 1.6 per cent).

Appointments of 13 new commanders and about 150 new LCDRs will be made immediately after customary processing and the balance (three commanders, 18 LCDRs) will be advanced as vacancies occur throughout the current fiscal year which ends 30 Jun 1955.

Navymen Meet for Instruction On Religious Service at Sea

More than 150 Navymen, ranging from seaman to captain, who are qualified to lead their shipmates in religious services at sea, met with almost an equal number of chaplains at Norfolk, Va., to discuss the Atlantic Fleet's religious lay-leader program.

The one-day conference was the first Fleet-type gathering for this purpose.

The group met to receive instructions in conducting religious services aboard ships at sea when the ministry of a chaplain is not available.

Although lay-leaders are not permitted to take a chaplain's place nor act as spiritual adviser or provide sacraments, they have long been an established custom in the Navy for promoting and furthering spiritual life of naval personnel at sea.

REENLISTMENTS				
	Term	Reenlistment bonus or allowance	Mileage	Lump-sum for leave
USN to USN	2-3-4-6	Yes	Yes	Yes
USNR to USN either at expiration of enlistment or within 3 mos. prior thereto	2-3-4-6	Yes	Yes	Yes
USNR to USN prior to expiration of enlistment at times other than those indicated above	2-3-4-6	Yes	No	No
USNR to USNR	4	No	Yes	Yes
EXTENSIONS				
USN	2-3-4	Yes	Yes	No
USNR	2-3-4	No	Yes	No

Roundup of Enlisted Correspondence Courses Now Available

HERE IS A COMPLETE ROUND-UP of Enlisted Correspondence Courses now available. This list includes both new ones and those previously listed in ALL HANDS. Additional courses are being prepared and will be announced as they become available.

All enlisted personnel, whether on active or inactive duty, may apply for the courses.

An Enlisted Correspondence Course serves not only as a means of

studying some naval subject of interest to you, but also as a substitute for completion of a Navy Training Course. It qualifies you to take the advancement in rating examination—if all other requirements such as commanding officer's recommendation, etc., are met.

If you want to take a course (and you are on active duty) see your division officer or your education officer and ask for Form NavPers 977, "Application for Enlisted Corre-

spondence Course."

If you are a Reservist on inactive duty, request Form NavPers 977 from your naval district commandant or from your Naval Reserve Training Center.

Application should be sent to the U. S. Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base, Brooklyn 1, N. Y., via your commanding officer.

In most cases, applicants will be enrolled in only one course at a time.

Title of Course	NavPers Number	Applicable to Following Ratings in Particular	Title of Course	NavPers Number	Applicable to Following Ratings in Particular
<i>General Courses</i>			<i>Introductory Courses</i>		
General Training Course for Petty Officers	91203	All Petty Officers.	Seaman	91240	SN.
Bluejacket's Manual	91205	Poy grades E-1, E-2, E-3.	Fireman	91500	FN.
This is Your Navy	91208-1	All rates and ratings.	Constructionman	91562	CN, DM.
Chemical and Biological Warfare Defense	91211	All rates and ratings.	Introduction to Aircraft Stewardsman	91601	AC, AN.
Ship Activation Manual	91215	BT, EM, EN, FN, FP, FT, GM, MM, TM.		91691-1	TN.
Survival in the Water	91218-1	All rates and ratings.	<i>Deck Group</i>		
<i>Basic Courses</i>			Boatswain's Mate 3	91242	BM.
Mathematics, Vol. 1	91219	AD, AE, AF, AG, AK, AL, AM, AN, AO, CM, CN, CT, DM, DN, EM, ET, FP, FT, HN, IC, ME, MM, MR, OM, PM, SN, SO, SV, TN.	Boatswain's Mate 2	91243	BM.
Mathematics, Vol. 2	91220	AD, AE, AF, AG, AL, AK, AM, AN, AO, CM, CN, CT, DM, DN, EM, ET, FP, FT, HN, IC, ME, MM, MR, OM, PN, SN, SO, SV, TN.	Boatswain's Mate 1	91244-1	BM.
Advanced Mathematics, Vol. 1	91221	AT, DM, FT.	Chief Boatswain's Mate	91245-1	BM.
Electricity	91225	AE, AN, AO, CE, DM, EM, ET, FN, FT, GM, GS, IC, IM, MM, MN, OM, RD, RM, SO, TD, TE, TM.	Cargo Handling	91247	BM, SK, SW.
Blueprint Reading	91223-1	AB, AD, AE, AL, AM, AO, AT, BT, BU, CE, CN, DC, DM, EM, EN, FP, GS, IM, ME, ML, MM, MR, OM, PM, SW, TD, UT.	Introduction to Communications	91254	RM.
Use of Tools	91228	BT, BU, CE, CM, CN, DC, EM, EN, FN, FP, GM, GS, IC, IM, ME, ML, MM, MN, MR, PM, SW, TM, UT.	Manual for Buglers	91257	QM.
Basic Machines	91230	CM, DM, GM, IM.	Sonormon 3, Vol. 1	91259-1	ET, SO.
			Sonarman 2, Vol. 1	91260-1	ET, SO.
			Rodorman 3	91266	AC, RD.
			Rodorman 2	91267	AC, RD.
			Quartermaster 3, Vol. 1	91284	QM, RD.
			Quartermaster 3, Vol. 2	91285-1	BM, QM.
			Quartermaster 2, Vol. 1	91286	QM, RD.
			Quartermaster 2, Vol. 2	91287-1	BM, QM.
			Quartermaster 1	91251	DM, QM.
			Chief Quartermaster	91252	DM, QM.
			<i>Ordnance Group</i>		
			Torpedoman's Mate 3	91300	TM.
			Torpedoman's Mate (E) 3	91301	TM.
			Torpedoman's Mate 2	91302	TM.
			Torpedoman's Mate (E) 2	91303	TM.
			Torpedoman's Mate 1	91304	TM.
			Torpedoman's Mate (E) 1	91305	TM.
			Chief Torpedoman's Mate	91306	TM.
			Chief Torpedoman's Mate (E)	91307	TM.
			Gunner's Mate 3, Vol. 1	91309	BM, GM.
			Gunner's Mate 3, Vol. 2	91352	GM.
			Gunner's Mate 3, Vol. 3	91353	GM.
			Gunner's Mate 2, Vol. 1	91311	GM.
			Gunner's Mate 2, Vol. 2	91312	GM.
			Gunner's Mate 1	91313	GM.
			Chief Gunner's Mate	91314	GM.
			Fire Controlman 3, Vol. 1	91316	FT.
			Fire Controlman 3, Vol. 2	91317	FT.
			Fire Controlman 2, Vol. 1	91318	FT.
			Fire Controlman 2, Vol. 2	91319	FT.
			Fire Controlman 2, Vol. 3	91320	FT.
			Fire Controlman 1, Vol. 1	91321	FT.

THE BULLETIN BOARD

Title of Course	NavPers Number	Applicable to Following Ratings in Particular
Chief Fire Controlman, Val. 1	91323	FT.
Electricity for Fire Controlman and Fire Control Technicians, Val. 1	91326	ET, FT, IC, MN, TM.
Electricity for Fire Controlman and Fire Control Technicians, Vol. 2	91327	ET, FT, IC, MN, TM.
Mineman 3	91334	MN.
Mineman 2	91335	MN.
Mineman 1	91336	MN.
Chief Mineman	91337	MN.

Electronics Group

Electronics Technician 3	91373-1	AL, AT, ET, GS, RM, SO, TD.
Electronics Technician 2, Val. 1	91374	AT, ET, FT, GS, SO, TD.
Electronics Technician 2, Val. 2	91375	AT, ET, RM.

Precision Equipment Group

Instrumentman 3	91382	IM.
Instrumentman 2	91383	IM.
Instrumentman 1	91384	IM.
Chief Instrumentman	91385	IM.
Opticalman 3, Val. 1	91387	IM, OM.
Opticalman 3, Val. 2	91388	OM.
Rangefinders	91390	OM.
Lead-Computing Sights	91391	OM.
Submarine Periscopes	91392	OM.

Administrative and Clerical Group

Teleman	91400	TE.
Navy Mail, Val. 1	91401-2	TE.
Navy Mail, Val. 2	91460	TE.
Radioman 3	91402	RM.
Radioman 2	91403	RM.
Radioman 1	91404	RM.
Chief Radioman	91405	RM.
Introduction to Radio Equipment	91406	RM.
Yeoman 3	91413-1	MA, SN, YN.
Yeoman 2	91414-1	MA, SN, YN.
Yeoman 1	91415-1	YN.
Chief Yeoman	91416-1	YN.
Personnel Man 3	91419	PN.
Personnel Man 2	91420	PN.
Personnel Man 1	91421	PN.
Chief Personnel Man	91422	PN.
Storekeeper 3	91430-1	SK.
Storekeeper 2	91431-1	SK.
Storekeeper 1	91432	SK.
Chief Storekeeper	91433	SK.
Disbursing Clerk 3	91435-2	DK.
Disbursing Clerk 2	91436-2	DK.
Disbursing Clerk 1	91437-1	DK.
Chief Disbursing Clerk	91438-1	DK.
Commissaryman 3	91440	CS, SH.
Commissaryman 2	91441	CS, SH.
Commissaryman 1	91442	CS.
Chief Commissaryman	91443	CS.
Baker's Handbook	91444	CS.
Ship's Serviceman 3	91446	SH.
Ship's Serviceman 2	91447	SH.
Ship's Serviceman 1	91448	SH.
Chief Ship's Serviceman	91449	SH.
Journalist 3	91451	JO.
Journalist 2	91452	JO.
Armed Forces Newspaper Editor's Guide	91456-1	JO.

Title of Course	NavPers Number	Applicable to Following Ratings in Particular
Ship's Serviceman Tailor Handbook	91463-1	SH.
Ship's Serviceman Cabbler Handbook	91464	SH.
Ship's Serviceman Barber Handbook	91465	SH.
The Shore Patrolman	91468	All ratings.

Miscellaneous Group

Lithographer 3	91472	LI.
Lithographer 2	91473	LI.
Lithographer 1	91474	LI.
Chief Lithographer	91475	LI.
Printer 3	91477-1	LI.
Printer 2	91478-1	LI.

Engineering and Hull Group

Machinist's Mate 3	91501	MM.
Machinist's Mate 2	91502	MM.
Field Manufacture of Industrial Gases	91505	MM.
Machinery Repairman 3	91506	MR.
Machinery Repairman 2	91507	MR.
Boilerman 3	91511	BT.
Boilerman 2	91512-1	BT.
Boilerman 1	91513-1	BT.
Chief Boilerman	91514-1	BT.
Engineman 3, Vol. 1	91516	EN.
Engineman 3, Vol. 2	91517	EN.
Engineman 2, Vol. 1	91518	EN.
Engineman 2, Vol. 2	91519	EN.
Electrician's Mate 3	91523	EM.
Electrician's Mate 2	91524	EM, IC.
Electrician's Mate 1	91525	EM, IC.
Chief Electrician's Mate	91526	EM, IC.
I. C. Electrician 3	91528	IC.
Gyro Compasses	91532	IC.
Metalsmith 3	91533	ME, ML, MR.
Metalsmith 2	91534	ME, ML, MR.
Metalsmith 1	91535	ME, ML.
Chief Metalsmith	91536	ME, ML.
Pipe Fitter 3	91538	FP, SW.
Pipe Fitter 2	91539	FP, SW.
Pipe Fitter 1	91540	FP.
Chief Pipe Fitter	91541	FP.
Damage Controlman 3	91543	AB, DC, ME, PM.
Damage Controlman 2	91544	AB, DC, ME, PM.
Damage Controlman 1	91545	DC, PM.
Chief Damage Controlman	91546	DC, PM.
Patternmaker 3	91548	PM.
Patternmaker 2	91549	PM.
Malder 3	91553	ML.
Molder 2	91554	ML.

Construction Group

Surveyor 3	91563	DM, SV.
Surveyor 2	91564	DM, SV.
Surveyor 1	91565	DM, SV.
Chief Surveyor	91566	DM, SV.
Construction Electrician's Mate 3	91568	CE.
Construction Electrician's Mate 2	91569	CE.
Construction Electrician's Mate 1, Vol. 1	91570	CE.
Chief Construction Electrician's Mate, Vol. 1	91571	CE.
Driver 3	91573	CD.
Driver 2	91574	CD.

Title of Course	NavPers Number	Applicable to Following Ratings in Particular	Title of Course	NavPers Number	Applicable to Following Ratings in Particular
Driver 1	91575	CD.	Aircraft Munitions	91637	AN, AO.
Chief Driver	91576	CD.	Aircraft Turrets	91638	AO.
Mechanic 3	91578	CM, CD, UT.	Parachute Rigger, Vol. 1	91640	PR.
Mechanic 2	91579	CM, CD, UT.	Parachute Rigger, Vol. 2	91641	PR.
Mechanic 1	91580	CM.	Aircraft Survival Equipment	91642	AN, PR.
Chief Mechanic	91581	CM.	Aerology, Vol. 1	91644	AG.
Builder 3	91583	BU.	Aerology, Vol. 2	91645	AG.
Builder 2	91584	BU.	Photography, Vol. 1	91647	JO, LI, PH.
Builder 1	91585	BU.	Photography, Vol. 2	91648	PH.
Chief Builder	91586	BU.	Transport Airmen	91650	AD.
Steelworker 3	91588	BU, SW.	Aviation Storekeeper, Vol. 1	91651-1	AK.
Steelworker 2	91589	BU, SW.	Aviation Storekeeper, Vol. 2	91652	AK.
Steelworker 1	91590	SW.	Aviation Supply	91653	AB, AC, AD, AE, AK, AL, AM, AO, AT, PR, TD.
Chief Steelworker	91591	SW.			
Utilities Man 3	91593	UT.			
Utilities Man 2	91594	UT.			
Utilities Man 1	91595	UT.			
Chief Utilities Man	91596	UT.			
Aviation Group					
Aircraft Electrical Systems	91607	AE, AO.	Aviation Boatswain's Mate, Vol. 1	91654	AB.
Advanced Work In Aircraft Electricity	91608	AE, AO.	Aviation Boatswain's Mate, Vol. 2	91655	AB.
Aviation Electrician's Mate, Vol. 1	91610	AE.	Trademan	91658	TD.
Aviation Electrician's Mate, Vol. 2	91611	AE.	Medical Group		
Aircraft Materials	91616	AM.	Handbook of the Hospital Corps	91666	DN, DT, HM, HN.
Aircraft Welding	91617	AM.	Dental Group		
Aircraft Structures	91620-1	AM.	Handbook for General Dental Technicians	91684	DN, DT.
Aircraft Structural Maintenance	91621	AM.	Handbook for Dental Prosthetic Technicians 3	91685	DN, DT.
Aviation Structural Mechanic Handbook	91622	AM.	Handbook for Dental Prosthetic Technicians 2	91686	DN, DT.
Aircraft Hydraulics	91624	AM, AO.	Handbook for Dental Prosthetic Technicians 1 & C	91687	DN, DT.
Aircraft Instruments	91627	AE, TD.	Handbook for Dental Equipment Maintenance and Repair	91689	DN, DT.
Aircraft Engines	91628	AD.	Steward Group		
Aircraft Fuel Systems	91630	AD.	Steward 3	91692-2	SD.
Aircraft Propellers	91631	AD.	Steward 2	91693-1	SD.
Flight Engineering	91632	AD.	Steward 1	91694	SD.
Aircraft Armament	91634	AO.	Chief Steward	91695	SD.
Aircraft Fire Control	91635	AO.			

Third Volume of Study Course In Naval Electronics Is Ready

A new officer correspondence course, *Naval Electronics, Part III* (NavPers 10932), is now available at the Naval Correspondence Course Center. Covering the general field of naval electronics not handled in *Naval Electronics, Parts I and II* (NavPers 10925 and 10929), this course describes in a general way the use, operation, and maintenance of radar countermeasure equipment, IFF and Racons, radio direction finding equipment, Loran, infrared equipment, radiac, television, guided missiles, and sonar equipment.

Application for enrollment should be made on form NavPers 992 forwarded via official channels to the

Naval Correspondence Course Center, Building "RF," U. S. Naval Base, Brooklyn 1, New York.



"Aww—'Boats,' it's just a toy!"

Course Is Available on Naval Ordnance Establishment

A new officer correspondence course, *The Naval Ordnance Establishment* (NavPers 10963) is now available at the Naval Correspondence Course Center. The course covers the scope of the Bureau of Ordnance, the activities of ordnance field stations, and the duties of bureau and field personnel.

This course consists of six assignments and is evaluated at 12 points credit for Naval Reservists.

Application for enrollment should be made on form NavPers 992 forwarded via official channels to the Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, New York.

What You Should Know About Officer Designator Codes

DO YOU KNOW your officer designator code and what it stands for?

Extensive changes have been made in the Navy's billet and officer designator codes principally as the result of recommendations submitted by the Low and Grenfell Boards.

Approximately 1200 commissioned and warrant officers have had their designator codes changed through elimination of eight line officer designators and 14 warrant officer designators. At the same time, the phrase "unrestricted line officer" has been eliminated.

In the future, according to BuPers Inst. 1210.4A, which also revises and consolidates all existing directives concerning the use and definitions of billet and officer designator codes, the former unrestricted line officer will simply be known as "line officer." The "Line" consists primarily of those eligible for sea command.

The phrase "restricted line officer" will continue to designate primarily those officers designated for engineering duty, aeronautical engineering duty, special duty and limited duty. Limited duty officers, if quali-

Find the Fourth Digit of Your Officer Designator Code

- 0 = An officer of the Regular Navy whose permanent grade is ensign or above.
- 1 = An officer of the Regular Navy whose permanent status is warrant officer.
- 2 = A temporary officer of the Regular Navy whose permanent rating is enlisted.
- 3 = An officer of the Regular Navy who is on the retired list.
- 4 = An officer of the Fleet Reserve.
- 5 = An officer of the Naval Reserve (except most former Merchant Marine Reserve and specified Naval Reserve officers on active duty in the TAR Program) whose permanent grade is ensign or above.
- 6 = An officer of the Naval Reserve (except some former Merchant Marine Reserve and specified Naval Reserve officers on active duty in the TAR Program) whose permanent status or rating is warrant officer, or enlisted.
- 7 = An officer of the Naval Reserve on active duty in the TAR Program (Training and Administration of Reserves). Includes officers of the TAR Program rotated to other than TAR billets.
- 8 = Certain specified officers of the Naval Reserve who were formerly of the Merchant Marine Reserve.
- 9 = An officer of the Naval Reserve who is on the retired list.

fied and specifically authorized, are eligible for command at sea.

Here's a list of officer designators which were changed, as noted in BuPers Notice 1210 (22 Nov 1954):

- *Line:* 133.....; 134.....; 139.....
- *Restricted Line:* 152.....; 176.....; 177.....; 178.....; 179.....
- *Warrant:* 712.....; 714.....; 744.....; 748.....; 751.....; 762.....; 763.....; 771.....; 772.....; 773.....; 778.....; 783.....; 784.....; 788.....

Officers with these designators are being given new designator codes. For example, those with designators beginning with 152..... (AEDOs specializing in aviation electronics engineering) are being provided with new designators beginning with 151..... (AEDOs specializing in aeronautical engineering.)

All ships and stations were notified of changes in the designator system by the BuPers instruction, and BuPers Notice 1210 (22 Nov 1954) indicated changes in designators of officers on active duty. Individual letters will be sent to officers not on active duty who are affected, notifying them that their designators have been changed.

The instruction also gives considerable background information concerning billet and officer designator codes.

What is the use and significance of the officer designator code?

It is defined as a four-digit number used to group both billets and officers by categories for personnel accounting purposes, and to identify the status of officers within these categories. It also serves as a broad officer qualification index, particularly for restricted line and staff corps.

Change of billet or officer designator codes can be made only by the Chief of Naval Personnel.

Below you'll find a table which shows the categories of officers and billets and indicates which codes apply only to billets, which apply to officers, and which apply to both.

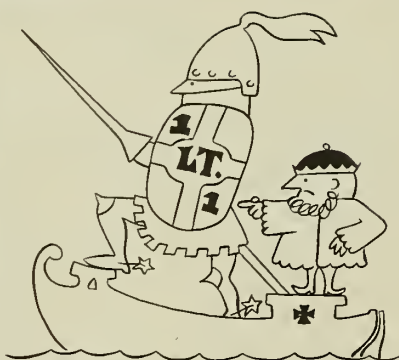
WHAT'S IN A NAME

First Lieutenant

It was customary in feudal times for the holder of an estate to be represented by another in his service with the royal farces. Our ward lieutenant, from the French *lieu* meaning "place" and *tenant*, "holding," springs from this practice. It came later to be used generally for an officer who supplies or "holds the place" of a superior in his absence. A "First Lieutenant" was, in the old days, the next in command to the captain of a ship, and the title so-called was first held in our Navy by John Paul Jones.

In the modern Navy, the title designates a duty, not a rank. Although the command responsibilities of the first lieutenant have been taken over by the executive officer, many of the other duties formerly included by this title have been retained.

On ships not primarily concerned with offense through ordnance or aircraft, the first lieutenant is the officer charged with the general responsibility for the upkeep and cleanliness of the ship, its boats and weath-



er-deck gear, except for that assigned to any other department. Discipline, general drills and deck seamanship also fall into his bailiwick.

On ships with offensive characteristics primarily relating to ordnance or aircraft, the first lieutenant acts as assistant to the gunnery officer.

You'll also find a table which lists the fourth digits used in the *officer* designator code to identify the status of officers within the various categories. The fourth digit does not apply to billets.

In official correspondence, the officer designator code is written after your file number, preceded by a slant line.

When you are placed on the retired list, the first three digits of your

officer designator code remain the same. However, the fourth digit will become a "3" or a "9" to indicate that you are retired. (For distinction between the meaning of the figures "3" and "9" see the table.)

Officer *designator* codes should not be confused with officer *qualifications* codes. The latter are six-digit numbers which pinpoint your specific civilian and/or naval experience. Changes in these codes as-

signed to you will be made as you acquire additional education and experience, but these changes do not, as a rule, justify a change in your designator code. The *Officer Qualifications Code Manual* (NavPers 15006) is the official guide for assigning and interpreting officer qualifications codes.

There is still another code—the *Navy officer billet classification code* which is a four-digit code. This is

Billet and Officer Designator Codes

(The first three numbers of your designator are shown below. Add to them a fourth number you'll find in the table on page 50, and then you'll have your four-digit designator.)

Meaning When Applied to Billets	First three digits of Designator	Meaning When Applied to Officers
A billet to be filled by a line officer who may be a member of the aeronautical organization. (To be used only when directed by the Chief of Naval Operations to identify the billets of certain major commands, their deputies, or their Chiefs of Staff.	100	Applies only to billets.
A billet to be filled by a line officer.	110	A line officer.
A billet to be filled by a line officer who is qualified in submarines.	112	Applies only to billets.
A billet to be filled by a line officer who is a member of the aeronautic organization.	130	Applies only to billets.
Applies only to officers. Billets designated 130.	131	A line officer who is qualified for duty involving flying heavier-than-air, or heavier and lighter-than-air type aircraft as a pilot.
Applies only to officers. Billets designated 130.	132	A line officer who is qualified for duty involving flying heavier-than-air, lighter-than-air, or both heavier-and lighter-than-air type aircraft as a pilot, and is serving continuously on active duty under a 4-year contract pursuant to the provisions of section 3 of the Naval Aviation Cadet Act of 1942, as amended.
Applies only to officers. Billets designated 130.	135	A line officer, a member of the aeronautic organization who is not a pilot.
Applies only to officers. Billets designated 130.	138	A line officer who is qualified for duty involving flying lighter-than-air type aircraft only, as a pilot.
RESTRICTED LINE		
A billet to be filled by an engineering duty officer.	140	An engineering duty officer.
Applies only to officers. Billets designated 140.	142	An engineering duty officer specializing in electronics engineering.
A billet to be filled by an engineering duty officer specializing in ordnance engineering.	145	An engineering duty officer specializing in ordnance engineering.
A billet to be filled by an aeronautical engineering duty officer.	151	An aeronautical engineering duty officer.
A billet to be filled by an aeronautical engineering duty officer specializing in aerological engineering.	153	An aeronautical engineering duty officer specializing in aerological engineering.
A billet to be filled by a special duty officer specializing in communications.	161	A special duty officer specializing in communications.
A billet to be filled by a special duty officer specializing in law.	162	A special duty officer specializing in law.
A billet to be filled by a special duty officer specializing in naval intelligence.	163	A special duty officer specializing in naval intelligence.
A billet to be filled by a special duty officer specializing in photography.	164	A special duty officer specializing in photography.
A billet to be filled by a special duty officer specializing in public information.	165	A special duty officer specializing in public information.
A billet to be filled by a special duty officer specializing in psychology.	166	A special duty officer specializing in psychology.
A billet to be filled by a special duty officer specializing in hydrography.	167	A special duty officer specializing in hydrography.

Meaning When Applied to Billets

Not a billet designator. Applies only to officers.	170
Same as 170.	171
Same as 170.	172
Same as 170.	173
Same as 170.	174
Same as 170.	175
Same as 170.	181
Same as 170.	182
Same as 170.	183
Same as 170.	184
Same as 170.	185
Applies only to officers under instruction in civilian schools.	199

First three digits of Designator

Meaning When Applied to Officers

A limited duty officer (deck).
A limited duty officer (ordnance).
A limited duty officer (administration).
A limited duty officer (engineering).
A limited duty officer (hull).
A limited duty officer (electronics).
A limited duty officer (aviation operations).
A limited duty officer (aviation ordnance).
A limited duty officer (aviation maintenance).
A limited duty officer (aviation electronics).
A limited duty officer (aerology).
A line officer under instruction as a prospective staff corps officer.

STAFF CORPS

A billet to be filled by a Medical Corps officer.	210
A billet to be filled by a Dental Corps officer.	220
A billet to be filled by a Medical Service Corps officer.	230
A billet to be filled by a Nurse Corps officer.	290
A billet to be filled by a Supply Corps officer.	310
Not a billet designator. Billets designated 310.	370
A billet to be filled by a Chaplain Corps officer.	410
A billet to be filled by a Civil Engineer Corps officer.	510
Not a billet designator. Billets designated 510.	570

A Medical Corps officer.
A Dental Corps officer.
A Medical Service Corps officer.
A Nurse Corps officer.
A Supply Corps officer.
A limited duty officer of the Supply Corps.
A Chaplain Corps officer.
A Civil Engineer Corps officer.
A limited duty officer of the Civil Engineer Corps.

WARRANT

A billet for an Aviation Operations Technician.	711
A billet for a Boatswain.	713
A billet for an Aviation Ordnance Technician.	721
A billet for a Surface Ordnance Technician.	723
A billet for a Control Ordnance Technician.	724
A billet for an Underwater Ordnance Technician.	733
A billet for a Mine Warfare Technician.	734
A billet for an Aviation Maintenance Technician.	741
A billet for a Machinist.	743
A billet for an Equipment Foreman.	749
A billet for an Electrician.	754
A billet for a Construction Electrician.	759
A billet for an Aviation Electronics Technician.	761
A billet for a Communications Technician.	764
A billet for an Electronics Technician.	766
A billet for a Ship Repair Technician.	774
A billet for a Building Foreman.	779
A billet for a Ship's Clerk.	782
A billet for a Bandmaster.	785
A billet for a Supply Clerk.	798
A billet for a Medical Service Warrant.	817
A billet for a Dental Service Warrant.	818
A billet for an Aerographer.	821
A billet for a Photographer.	831

Aviation Operations Technician.
Boatswain.
Aviation Ordnance Technician.
Surface Ordnance Technician.
Control Ordnance Technician.
Underwater Ordnance Technician.
Mine Warfare Technician.
Aviation Maintenance Technician.
Machinist.
Equipment Foreman.
Electrician.
Construction Electrician.
Aviation Electronics Technician.
Communications Technician.
Electronics Technician.
Ship Repair Technician.
Building Foreman.
Ship's Clerk.
Bandmaster.
Supply Clerk.
Medical Service Warrant.
Dental Service Warrant.
Aerographer.
Photographer.

to identify types and detailed requirements for naval officer billets as described in the *Manual of Navy Officer Billet Classifications* (NavPers 15839). Used with designator codes and grades, billet codes are shown on allowance/complement forms to describe billets to be filled by officers.

Restricted line billets are normally filled by officers similarly designated, but may be filled by line officers on the basis of individual capabilities. Also, line billets may be filled by officers of the restricted line,

provided the officer is qualified to meet the requirements of the specific billet.

Three New Correspondence Courses for Enlisted Personnel

Three new Enlisted Correspondence Courses have been made available to all enlisted personnel on active or inactive duty.

Two of the courses, *Quartermaster* 3, Vol. 2 (NavPers 91285-1) and *Quartermaster* 2, Vol. 2 (NavPers 91287-1), which are applicable in

particular to Navymen with the ratings of QM, QMQ and QMS, are available for repeat credit. The third course, *Navy Mail*, Vol. 2 (NavPers 91460) applicable to TEs and TEMs, is introduced for the first time.

These courses may be used to study for the rates indicated and also may be substituted for completion of a Navy Training Course.

Men desiring to take any of these courses should see their division officer or education officer and ask for an Enlisted Correspondence Course Application (NavPers 977). Inactive

Reservists should request the application form from their naval district commandant or Naval Reserve Training Center.

All applications should be sent to the U. S. Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base, Brooklyn 1, N. Y., via your commanding officer.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 59—Requested quarterly summaries of communications traffic.

No. 60—Stated that personnel eligible for advancement in rating on 16 Jan and 16 Mar 1955 may be advanced in rating 1 Jan 1955.

No. 61—Announced approval by the President of the Selection Board report which recommended temporary promotion of Regular Navy and Naval Reserve officers to the grade of lieutenant commander.

NavAct

No. 4—Announces that applications from qualified Regular Navy and Naval Reserve officers on active duty are desired for postgraduate training in nuclear engineering and mechanical engineering in nuclear power at Massachusetts Institute of Technology and Navy Postgraduate School, Monterey, Calif., respectively.

BuPers Instructions

No. 1306.28B—Announces eligibility requirements and procedures to be followed in requesting transfer to duty with the Naval Security Group.

No. 1416.2—Provides general information and administrative instructions for the examination of officers considered for promotion.

No. 1510.7A—Announces revised obligated service requirements for all Class A schools.

No. 4641.2—Announces the availability of furlough fares for all active military personnel traveling via railroads within the continental limits of the United States while in a leave status.

No. 5521.6—States that a certificate of completion of previous satisfactory National Agency Check or background investigation may be substituted by commands and activities

in lieu of submitting an Agency Check Request with application for a commission in the Regular Navy or Naval Reserve.

BuPers Notices

No. 1120 (9 Dec 1954)—Requested that enclosed posters calling attention to the NavCad program be posted prominently on bulletin boards where they may be viewed by all enlisted personnel.

HOW DID IT START

The Bet That Won a Hat

Every Novymon knows how USS *Constitution* earned the nickname "Old Ironsides" in a battle with the British frigate *Guerriere*—but did you know that the same battle also settled a bet involving a hat? At least according to the legend about that historic occasion which has never been disproved.

Just before the War of 1812 broke out, Captain Dacres of *Guerriere* brought his ship into Chesapeake Bay, where *Constitution* was anchored, and the story goes that he offered to bet a hat that *Guerriere* would beat any American warship in 15 minutes of fighting. Although Captain Isaac Hull of *Constitution* doubted the Britisher's boast, with an untried ship and a green crew he couldn't say much.

Then the war broke out, with the British blockading the coast and driving our ships from the high seas. Dacres probably figured he couldn't lose when, shortly after the war began, his ship was in a squadron which chased the still-untrained *Constitution* off the New Jersey coast.

A few weeks after this first encounter, Dacres left the south-bound British squadron to return to Halifax for supplies. Consider his surprise when on the afternoon of August 19th his lookout called "Sail Ho!" and the masts of a frigate came over the horizon. Dacres, squinting through his spyglass, thought the vessel must be a Dutchman.

But she wasn't a Dutchman, she was the USS *Constitution*, of all ships the one Captain Dacres had wanted to meet; of all ships, the one that had wanted to meet up with *Guerriere*.

Both ships beat to quarters. *Guerriere* opened fire first trying to get in a broadside. Captain Hull kept closing the enemy, yawing as he did so to keep from being raked. The first enemy shot fell short. Another enemy broadside, another miss. Then a broadside dug some splinters out of *Constitution*'s deck and sent iron fragments whistling through the canvas.

The frigates were now running beam to beam, almost within pistol shot. A cannon



ball from *Guerriere*'s fourth broadside ploughed into *Constitution*'s poop deck. Marines in the Britisher's rigging began to snipe, and a Yankee seaman went down. Hull's gunnery officer shouted to ask if he could open fire. Hull's voice echoed harshly through the speaking trumpet, "Not yet, sir, not yet."

Another musket volley raked *Constitution*'s deck. Then a swinging wave drove *Constitution* even closer, and as the frigates lined up almost within biscuit toss, Hull's trumpet bellowed the order, "Men, now do your duty. Fire! Pour it into them!"

After almost a half-hour of fierce fighting, the Americans saw *Guerriere* holt listing on her beam, her mizzenmast down in a shamble of splinters, canvas and cordage, her forecabin flaming.

With 78 of his men dead or dying and his ship shot to pieces, Captain Dacres hauled down *Guerriere*'s flag. American casualties were only seven dead and seven wounded.

Presently, Dacres was standing—his face like a death's head—on *Constitution*'s quarterdeck, offering his sword to homespun Isaac Hull. Then, according to the popular legend, Hull politely declined the offer, adding, "If you don't mind, Captain, I'll trouble you for that hat."

For Survivors' Rights and Benefits, See These Publications

The number of queries received by ALL HANDS and the Bureau of Naval Personnel indicates that many people have questions concerning survivor's rights and benefits, and don't know where to look for the answers. The subject is covered in detail in Navy directives, publications and in numerous ALL HANDS articles. Here's a list of the articles appearing in ALL HANDS which deal with the subject:

- *Survivors' Rights and Benefits (roundup)*—June 1952, pp 29-35.
 - *Social Security Benefits*—September 1951, pp 46-49 and November 1952, pp 48-50.
 - *Annuity Plan for Survivors of Retired Personnel (Uniformed Services Contingency Option Act)*—September 1953, pp 46-47, December 1953, pp 43-44, and August 1954, pp 48-49.
 - *Essential Documents for Protection of Survivors*—January 1954, pp 46-48.
 - *Rights and Benefits of Retired Personnel*—February 1953, pp 30-37 (This article, while applying to retired personnel, also contains information of interest to surviving dependents).
- The subject is well covered by Official Navy publications and directives:
- *Personal Affairs of Naval Personnel* (NavPers 15014, Rev. 1953), plus Change No. 1, October 1954.
 - *Survivor Benefits and the Uniformed Services Contingency Option Act of 1953*—BuPers Inst. 1750.1A (8 Jul 1954).
 - In addition, your benefits and insurance officer is equipped to answer any question you may raise concerning insurance when he breaks out the BuPers Insurance Manual (NavPers 15640).

All the above should be in your ship or station personnel office.

The two following pamphlets are not distributed to ships or stations but are automatically forwarded to the serviceman's next-of-kin upon notification of casualty by the Chief of Naval Personnel.

- *Information for Dependents of Deceased Fleet Reserve and Retired Inactive Personnel* (Pers G23a)—pamphlet.
- *Information for Survivors of Deceased U. S. Navy and U. S. Naval Reserve Personnel (Active Duty)* (Pers G23a)—pamphlet.

For the future, look for a comprehensive roundup on the personal affairs of Navymen and their dependents, which will be published in an early issue of ALL HANDS.

No. 1120 (14 Dec 1954)—Announces change to BuPers Inst. 1120.23 regarding eligibility requirements for appointment in the Medical Service Corps, Naval Reserve.

No. 5510 (16 Dec 1954)—Announces change to BuPers Inst. 5510.3C regarding personnel security requirements for naval personnel attending classified courses of instruction at naval and other armed forces schools.

No. 1133 (22 Dec 1954)—Announced the distribution of U. S. Naval Institute *Proceedings* article reprint "What! Me Ship Over?"

No. 1900 (22 Dec 1954)—Announces change to BuPers Inst. 1900.2 concerning instructions governing the processing and distribution of the report of separation from the armed forces of the United States, DD Form 214.

No. 5521 (27 Dec. 1954)—Announces that commanding officers

will be given advance notice of the satisfactory completion of a National Agency Check and/or background investigation of officers when ordered to their command for duty.

Navyman Devises New Screen For Instructors' Use

Replacement of projection screens at NATTC Memphis, Tenn., is no longer a major problem thanks to an instructor in one of the schools.

Michael R. Cromwell, AM1, instructor in the Aviation Structural Mechanic Class "A" School, recently designed a translucent projection screen to take the place of the more expensive type that had been in use.

His new and simple screen is no more than a sheet of common vinyl plastic, a simple wooden frame, and an old-fashioned window shade roller. The device may be constructed

in a few minutes' time and at a very low cost.

The screen has proved invaluable as an aid to instruction. Briefly, here is how it works: The frame is suspended from the overhead by the use of two wires. It is placed approximately five feet in front of the projector being used to flash working diagrams of various pieces of equipment onto its surface. The instructor may stand at the side and toward the back of the screen and point out objects from behind. This does not interfere in any way with the students' view.

The screen has many advantages. Among these are simple construction, inexpensive material, adaptability and compactness. In addition, it has been discovered that the vinyl plastic transmits up to 2½ times the amount of light reflected from ordinary beaded or aluminum-faced screens, thus producing a much brighter and clearer picture. The screen may also be used successfully with standard motion picture equipment as well as overhead projectors.

List of New Motion Pictures Available for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in December.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

Paid To Kill (192): Murder drama; Dane Clark, Cecil Cheoreau.

Always A Bride (193): Comedy; Peggy Cummings, Ronald Squire.

Bowery To Bagdad (194): Com-

edy; Leo Gorcey, Huntz Hall.

Khyber Patrol (195): Melodrama; Richard Egan, Dawn Addams.

Two Guns And A Badge (196): Western; Wayne Morris, Morris Ankrum.

Target Earth (197): Science Fiction; Virginia Grey, Richard Denning.

Man With A Million (198) (T): Comedy; Gregory Peck, Jane Griffiths.

Rose Marie (199) (T): Musical; Ann Blyth, Howard Keel.

The Bob Mathias Story (200): Sports Drama; Bob Mathias, Ward Bond.

Duel In The Jungle (201) (T): Adventure Drama; Dana Andrews, Jeanne Crain.

Four Guns To The Border (202) (T): Western; Rory Calhoun, Colleen Miller.

The Malta Story (203): War Drama; Alex Guinness, Jack Hawkins.

The Yellow Mountain (204) (T): Western; Lex Barker, Mala Powers.

Port of Hell (205): Melodrama; Dane Clark, Carole Matthews.

Handy New Manual Is Your Guide on Basic 'Shipboard Procedures'

A handy reference guide to basic shipboard procedures in both administrative and operational matters is now proving its worth in Fleet units.

Titled *Shipboard Procedures* (NWP 50), the new manual is a compilation of sound, practical administration, organization and operations procedures, developed through the experiences and efforts of countless officers and variously recorded in ships' organization books, directives and professional publications through the years.

Superseding *Standard Ship Or-*

ganization, 1948 (OP 03-P103) and *Directions for Obtaining Tactical Data for Vessels of the United States Navy*, 1935, the new manual is of a procedural nature and has many applications in support of doctrine contained within other publications of the Naval Warfare Publication series.

The adoption of uniform basic procedures, and their listing in a single volume, has the following objectives:

- To provide a standard reference book for the guidance of type commanders and commanding officers.

- To provide a standard text or reference book for training junior officers, midshipmen, and enlisted men in shipboard procedures.

- To permit transfer of ships from one fleet or force to another without revision of ships' organization and administration procedures.

- To permit transfer of personnel from one ship to another of the same or different type without requiring reorientation in basic procedures.

The material in NWP 50 is established under four categories, or parts, for the purpose of convenient reference.

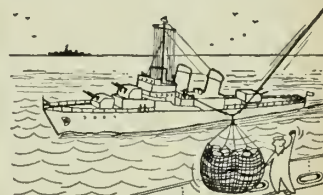
Ship's Organization and Regulations—Part I provides guidance to type commanders responsible for compiling the ship's organization and regulations manual. A prescribed table of contents for these directives is provided in the beginning of this section, while succeeding chapters parallel the order of chapters in a ship's organization and regulations manual.

Operational Readiness—Part II of NWP 50 is a guide for shipboard personnel in fulfilling basic operational readiness requirements—training, maintenance of material and morale.

Administration—Part III is a guide for utilizing the essential systems for administrations—directives, records and reports, and correspondence.

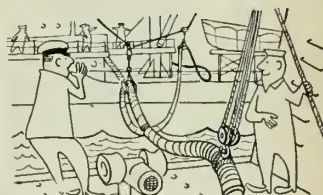
Shipboard Procedures and Seamanship—Part IV provides guidance in the recognized procedures for such shipboard operations as the use of boats, developing tactical data, preparation for riding out heavy weather and guidance for personnel in matters of seamanship.

One of the most important factors that keeps the U.S. Navy the strangest in the world is replenishment at sea. Because of replenishment at sea we can operate a powerful force in the Mediterranean, thousands of miles from a home base and at the same time keep a fleet in the Pacific even farther from the home shores. What is replen-



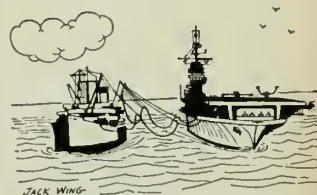
ishment at sea? Simply a pre-determined method of transferring supplies, ammunition and fuel at sea.

Developed by the U.S. Navy, replenishment at sea was called our "greatest secret weapon," during World War II, due to the tactical advantage and superiority it gave our fleets. Actually the idea behind the operation is a simple one—have auxiliary ships to carry needed supplies for the cam-



batant ships. The problem comes with the execution, a tricky maneuver, especially with high seas and surface winds.

Two ships must maintain the same course and speed same 100 feet apart. Lines are shot across, which lead heavier lines or fuel hoses. For supplies, cargo is shuttled between the ships on a high line. During refueling fuel hoses



are suspended between the ships, and every move of both ships must be anticipated to keep just the right tension on the lines. One wrong move and the line will part, pumping much needed fuel into the ocean. Despite the trickiness of the operation it is routine in today's Navy, as routine as the heart pumping blood to the body.

QUIZ AWEIGH ANSWERS QUIZ AWEIGH IS ON PAGE 9.

1. (c) F7U-3 Cutlass.
2. (a) Fighter.
3. (b) Drane.
4. (a) A gunnery target.
5. (c) She's headed back to her home port.
6. (c) Spent at least a year overseas away from her home port.

DECORATIONS & CITATIONS



NAVY CROSS

"For extraordinary heroism in action against the enemy..."

★ WADDILL, Thomas H., HN, USN, serving with a Marine Rifle Company in Korea on 26-27 March 1953. When the combat post located far forward of the main line of resistance was subjected to an attack, Waddill fearlessly exposed himself to the intense barrage to move from one position to another and administer first aid to the wounded. On one occasion during the assault, he unhesitatingly shielded several wounded men with his own body to protect them from extremely close-range small-arms fire. Severely wounded but carrying on with his duties, Waddill saved the lives of three men and inspired all who observed him.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States..."

★ CHAMBERS, Ambrose E., CDR, USNR, commanding officer of *uss Gustafson* (DE 182) in the Atlantic Ocean Area on 7 Apr 1945. Combat "V" authorized.
★ FORBESS, Ordis E., CDR, CEC, USN, Officer-in-Charge of a Construction Battalion Maintenance Unit to the First Marine Aircraft Wing in Korea from 11 Jun 1953 to 15 Apr 1954. Combat "V" authorized.
★ NIRANEN, John V., CDR, DC, USN. Member of the Staff of the U. S. Naval Dental School, National Naval Medical Center, Bethesda, Maryland, from August 1949 to February 1954.



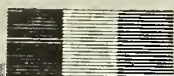
DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight..."

★ BOOTH, George H., AL1, USN, as a member of a patrol plane crew in Patrol Squadron 47 during operations in Korea from 2 Jul to 25 Dec. 1950.

★ EPPES, Marion H., CDR, USN, as Airship Commander and pilot of a Navy airship, attached to the Naval Airship Training and Experimental Command, U. S. Naval Air Station, Lakehurst, N. J., during a Board of Inspection and Survey endurance trial flight of over 200 hours from 17 to 25 May 1954.

★ GUY, Arthur G., Jr., LT, USNR, as a pilot and Flight Leader in Fighter Squadron 781, based aboard *uss Bon Homme Richard* (CVA 31) during operations in Korea on 9 Oct 1951.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy..."

★ KISNER, James B., LCDR, USNR, for heroic conduct as pilot of a fighter plane following the engine failure and crash landing of his aircraft at Atlanta, Georgia, on 17 Jan 1954.

★ KLEWER, Kenneth D., PH3, USN, for heroic conduct as a crew member of a plane which crashed at France Field, Coco Solo, Canal Zone, on 6 Jan 1954.

★ LLOYD, William P., BM3, USN, for heroic conduct while serving on board *uss Cone* (DD 866) during operations with Task Force 77 in the Sea of Japan on the night of 10 Jan 1954.

★ SILVERSTEIN, Alfred, ENS, USNR, for heroic conduct while serving on board *uss Cone* (DD 866) during operations with Task Force 77 in the Sea of Japan on the night of 10 Jan 1954.

★ TARPLEY, William A., ENS, USN, for heroic conduct while serving on board *uss Cone* (DD 866) during operations with Task Force 77 in the Sea of Japan on the night of 10 Jan 1954.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations..."

★ BEAVEN, William E., LTJG., MC, USNR, for meritorious achievement in Korea from 10 Mar to 25 July 1953. Combat "V" authorized.

★ BELL, John H., LTJG, USN, for meritorious service in Korea from 3 Jul 1951 to 7 Nov 1952. Combat "V" authorized.

★ BOYLE, Peter F., CDR, USN, for meritorious service in Korea from 8 Sep 1952 to 21 Feb 1953. Combat "V" authorized.

★ CANAL, Philip A., CDR, DC, USN, for meritorious achievement in Korea from 14 Dec 1952 to 16 Aug 1953. Combat "V" authorized.

★ CASPARI, William J., CDR, USN, for meritorious service in Korea from 24 Mar to 12 Sep 1952. Combat "V" authorized.

★ CHANDLER, Charles R., CDR, USN, for meritorious service in Korea from 5 Aug to 28 Feb 1953. Combat "V" authorized.

★ CLARK, Thurston B., CAPT, USN, for meritorious service in Korea from 6 to 22 Feb 1953. Combat "V" authorized.

★ CORLEY, Frank W., Jr., LTJG, USN, for meritorious service in Korea from 1 Jun to 13 Jul 1953. Combat "V" authorized.

★ CORRIGAN, Francis P., Jr., LTJG, USNR, for meritorious service in Korea from 6 Jan to 28 May 1953. Combat "V" authorized.

★ DAVIS, David M., LTJG, MC, USNR, for meritorious achievement in Korea from 26 Mar to 9 Jul 1953. Combat "V" authorized.

★ DELANO, Victor, CDR, USN, for meritorious service in Korea from 3 Dec 1952 to 15 Jun 1953. Combat "V" authorized.

★ DOBIE, Ernest W., Jr., CDR, USN, for meritorious service in Korea from 12 Mar to 26 Jun 1952. Combat "V" authorized.

★ DRAIN, Orville D., LCDR, USN, for meritorious service in Korea from 10 Dec 1952 to 1 Mar 1953. Combat "V" authorized.

★ DWIRE, Oliver S., CDR, USN, for meritorious service in Korea from 26 Nov 1952 to 17 May 1953. Combat "V" authorized.

★ EDDY, Thomas R., CDR, USN, for meritorious service in Korea from 9 May to 27 Jul 1953. Combat "V" authorized.

★ ELLIOTT, Chester E., LT, USN, for meritorious service in Korea from 4 Mar 1952 to 20 Feb 1953. Combat "V" authorized.

★ ENNIS, Walter A., Jr., CDR, USNR, for meritorious achievement in Korea from 13 Sep 1951 to 12 Mar 1952. Combat "V" authorized.

★ ERNST, Elmer F., LTJG, ChC, USNR, for meritorious achievement in Korea from 13 Mar to 24 Jul 1953. Combat "V" authorized.

★ FENSTERMACHER, Harry F., LCDR,

ChC, USN, for meritorious achievement in Korea from 19 Oct 1952 to 15 Aug 1953.

★ FLACHSENHAR, John J., CDR, USN, for meritorious achievement in the Western Pacific-Far Eastern Area from 7 Jul 1950 to 8 Aug 1953.

★ FLYNN, David R., CDR, USN, for meritorious service in Korea from 12 Mar to 27 Jul 1953. Combat "V" authorized.

★ FOOTE, Edward J., CDR, USN, for meritorious service in Korea from 21 Apr to 6 May 1953. Combat "V" authorized.

★ FORKNER, Levern E., CDR, USN, for meritorious service in Korea from 8 Sep 1952 to 21 Feb 1953. Combat "V" authorized.

★ FRANKLIN, Isaac N., Jr., LTJG, USN, for meritorious service in Korea from 9 May to 27 Jul 1953. Combat "V" authorized.

★ GATLETT, George F., Jr., LT, MC, USNR, for meritorious service in Korea from 24 Jan to 27 Jul 1953. Combat "V" authorized.

★ GEBELIN, Albert L., CDR, USN, for meritorious service in Korea from 19 to 30 May 1953. Combat "V" authorized.

★ GLENN, Everett M., CDR, USN, for meritorious service in Korea from 20 Jan to 10 Jun 1952. Combat "V" authorized.

★ GRAGG, John B., CAPT, USN, for meritorious achievement in the Western Pacific-Far Eastern Area from 24 Jul 1951 to 25 Sep 1953.

★ GRANT, Edward A., LCDR, USNR, for meritorious achievement in Korea from 21 Aug to 21 Dec 1952. Combat "V" authorized.

★ GRIME, Frank, Jr., CDR, USN, for meritorious service in Korea from 18 Mar to 5 Sep 1952. Combat "V" authorized.

★ HAMMER, Jack W., CDR, USN, for meritorious service in Korea from 4 Mar to 27 Jul 1953. Combat "V" authorized.

★ HANSON, Kenneth E., CDR, USN, for meritorious service in Korea from 15 May to 27 Jul 1953. Combat "V" authorized.

★ HARMER, Richard E., CDR, USN, for meritorious service in Korea from 12 Mar to 27 Jul 1953. Combat "V" authorized.

★ HARRINGTON, Eleanor, LT, NC, USN, for meritorious achievement in the Western Pacific-Far Eastern Area from Jan 1952 to Aug 1953.

★ HARRIS, Freeman C., CAPT, MC, USN, for meritorious achievement in Japan from 10 Mar 1952 to 15 Sep 1953.

★ HARRISON, Gordon A., LCDR, USN, for meritorious service in Korea from 19 Mar to 27 Jul 1953. Combat "V" authorized.

★ HECKMAN, John R., LTJG, MC, USNR, for meritorious achievement in Korea from 26 Jan to 1 May 1953. Combat "V" authorized.

★ HENLINE, Wilbur P., LCDR, USNR, for meritorious service in Korea from 13 Jan to 12 Feb 1953 and from 28 Apr to 25 May 1953. Combat "V" authorized.

★ HILL, Robert M., CDR, USN, for meritorious achievement in Japan from 13 Nov 1951 to 1 Jun 1953.

★ HOFF, Cameron P., LCDR, ChC, USNR, for meritorious achievement in Korea from 25 Apr to 27 Nov 1953. Combat "V" authorized.

★ HOFFMAN, Harry L., LT, MC, USN, for meritorious achievement in Korea from 18 Jan to 1 May 1952. Combat "V" authorized.

★ HONSER, William D., LCDR, USN, for meritorious service in Korea from 13 Jun to 27 Jul 1953. Combat "V" authorized.

★ HOOLHORST, Robert A., CDR, USN, for meritorious service in Korea from 18 Mar to 5 Sep 1952. Combat "V" authorized.

★ HOUGH, John B., LCDR, USN, for meritorious service in Korea from 25 Aug to 11 Nov 1952. Combat "V" authorized.

★ HUNT, Thomas W., CDR, USN, for meritorious service in Korea from 10 Sep 1952 to 1 Mar 1953. Combat "V" authorized.

★ KELLY, William W., LCDR, USN, for meritorious service in Korea from 12 Jun to 27 Jul 1953. Combat "V" authorized.

★ KINSELLA, James J., LCDR, USN, for meritorious service in Korea from 10 May to 27 Jul 1953. Combat "V" authorized.

★ LAVIN, Richard A., LT, MC, USNR,

for meritorious achievement in Korea from 27 Aug 1952 to 19 May 1953. Combat "V" authorized.

Gold star in lieu of second award:

★ CLARKE, Fredric B., CDR, USN, for meritorious service in Korea from 5 Aug 1952 to 28 Feb 1953. Combat "V" authorized.

★ CLEMENTSON, Merrill K., CAPT, USN, for meritorious service in Korea from 11 Aug to 15 Dec 1952 and from 3 May to 27 Jul 1953. Combat "V" authorized.

★ DIERMAN, Frederick G., CDR, USN, for meritorious service in Korea from 23 Jul to 12 Nov 1952. Combat "V" authorized.

★ DOBIE, Ernest W., Jr., CDR, USN, for meritorious service in Korea from 31 May to 16 Jun 1953. Combat "V" authorized.

★ DRYER, Oscar F., CDR, USN, for meritorious service in Korea from 12 Feb to 1 Jul 1953. Combat "V" authorized.

★ DWYER, Carl R., CDR, USN, for meritorious service in Korea from 11 Oct 1952 to 11 Feb 1953. Combat "V" authorized.

★ FISCHER, Arthur F., Jr., CDR, USN, for meritorious service in Korea from 5 Aug 1952 to 28 Feb 1953. Combat "V" authorized.

★ GARVIN, Alfred D., LCDR, USN, for meritorious service in Korea from 25 Aug to 11 Nov 1952. Combat "V" authorized.

★ HALL, Harvey W., Jr., CDR, USN, for meritorious service in Korea from 13 Oct 1952 to 4 Feb 1953. Combat "V" authorized.



MAN FROM MARS AND HIS SPACE SHIP? No, this is just a test pilot, clad in his high-altitude pressure suit and perched atop fuselage of F7U-3 Cutlass.

BOOKS: HOW-TO-DO-IT'S STRESSED IN THIS MONTH'S CHOICE

In this atomic age, when space travel is considered to be more than a plot for science fiction writers, there is a growing interest in Mars, the planet which may first be visited by rocket. **Exploring Mars**, by Robert S. Richardson, and published by McGraw-Hill Book Co., presents the facts and speculations about this comparatively nearby planet which has long teased the imagination. The author provides a believable description of a trip into outer space, how rocket travel may be achieved, and how to plot a course to Mars and the moon. He provides astronomers' answers to your questions concerning the life, climate and physical conditions of Mars, and tells you how

you can locate it in the sky. He neglects to mention, however, where you may obtain your reservations for the first trip.

Such a volume is only one of a number of choices of fact and fiction generously represented in this month's reading list selected by the BuPers library staff. Here's a brief description of other books you'll find as you browse through your ship or station library:

For those who like their reading closer to home, **Living on the Level**, by Royal Barry Willis, published by Houghton Mifflin Co., is suggested. And if you're considering using your reenlistment bonus as a down payment for your own home, this collection of one-story houses ranging in size from 700 square feet to a palatial 2900 square feet—with prices to correspond—this attractive volume will keep you up late for many evenings. In addition to many dream-plans, the author also gives you plenty of sound, straight-from-the-shoulder advice.

While we're still puttering around the home, **Modern Automotive Engine Repair**, by John W. Vale, Jr., published by Prentice-Hall, will prove to be as good as money in the bank for the man who likes to work on his own car and is also designed to help the car owner to recognize a good mechanic when he sees one. There are hundreds of step-by-step overhaul procedures outlined, supplemented by many illustrations. Up-to-date in the methods and equipment it describes, this reference book is compact and concise.

For your lighter moments, you'll find **A Treasury of American Ballads**, edited by Charles O. Kennedy and published by McBride Co. The subtitle, "gay, naughty and classic," just about sums up the scope of this collection of more than 225 traditional as well as little-known ballads which America has sung during the last 200 years. Deftly illustrated by Bayre Phillips.

Three weeks before he died, "Granny" Rice put the finishing touches on the final chapter of his autobiography, **The Tumult and the Shouting**, published by A. S. Barnes & Co. It's filled with stories and anecdotes about the great sports figures

Grantland Rice knew so well—stories told as only-Granny could tell them. A "must" for sports fans, it is well illustrated.

If you have time or energy remaining after designing and/or building your own home, repairing your car, frightening your loved ones by your singing, and hobnobbing with the sports greats, you can relax with **The Four Winds**. Written by David Beaty, published by Wm. Morrow & Co., its love story is shrewdly combined with details of the operations of a great overseas airline. The story combines a dramatic air-sea rescue, conflict concerning the internal operations of the organization, and the loss of one of the airline's own aircraft.

Two Westerns are also available in your library's shelves. **The Last Hunt**, by Milton Lott, published by Houghton Mifflin & Co., recreates one of the most abrupt and far-reaching changes in the West. The author tells of the endless herds of buffalo which once thundered across the prairies and of the men who exterminated them, and what happened to those men once the buffalo were gone. **The Searchers**, by Alan LeMay, Harper & Bros., is a briskly-paced realistic novel of Texas in the Indian days. It tells how 10-year-old Debbie Edwards is carried off by raiding Comanches, and how her uncle Amos and her foster brother Martin follow her trail for seven years—to find that she had turned Comanche herself—but there is more.

Here's a condensed list of other fiction now available: **Three Roads to a Star**, by David Garth; **The Temple Tiger and More Man-Eaters of Kumaon**, by Jim Corbett; **A Life for a Life**, by Horst Fanger; and **The Darby Trial**, by Dick Pearce.

In the professional field, special mention should be made of **Brassey's Annual**, 1954, edited by RADM H. G. Thursfield, and published by Macmillan. This reference annual, now in its 65th year of publication, once again provides a scholarly report on the armed forces of the world. The topics covered in its 34 chapters and 480 pages range from Indo-China and Korea to Russian naval strength and guided missiles. Each subject is discussed by an expert in his field. The navies of the world, including the U. S. Navy, receive their full share of attention.

And—The 1955 **World Almanac** is now available.

SONGS OF THE SEA



The Sea, The Sea, The Open Sea

The sea, the sea, the Open sea! The blue,
the fresh the ever free, the ever, ever
free.

Without a mark, without a bound, it runneth
the earth's wide regions round;
It plays with the clouds; it mocks the skies,
or like a cradled creature lies,

Or like a cradled creature lies.
I'm on the sea! I'm on the sea! I am where
I would ever be;

With the blue above, and the blue below,
and silence where-so-e'er I go.

If a storm should come and a-wake the
deep, What matter? What matter?

I shall ride and sleep. What matter? What
matter? I shall ride and sleep.

Old Naval Song

Sounding the Pacific - 1872

**ALL HANDS
BOOK
SUPPLEMENT**



Although USS Tuscarora took an active part in the Civil War, her service didn't end there. The following years found her plumbing unknown depths of the ocean, blazing a trail in the young science of oceanography through the development of new techniques.

Today, deep-sea sounding is a comparatively simple operation. Echo sounders equipped with recorders are able to trace continuous lines which vary with the depth of the sea and, with a minimum of effort on the part of the navigator, the profile of the ocean's bottom is recorded along with the course of the ship. Such recordings are, of course, invaluable to oceanographers who, by collecting the records of many vessels so equipped, are now able to form accurate estimates of the ocean's bottom.

This technique is, however, a comparatively new development. Until World War II, the only way to measure the depth of the sea was literally to heave the lead. When the heaving line—or wire—was several miles long, this meant that a single sounding in deep water had taken hours or, perhaps, a whole day in rough weather.

Under the circumstances, it is easily appreciated that, until man began to lay ocean cables, fewer than 20,000 soundings had been taken in all the years during which he had sailed the sea. This meant there was hardly more than one sounding on the average, for each 12,000 to 15,000 square miles for the really deep sea. In shallow waters, of course, many soundings had been taken.

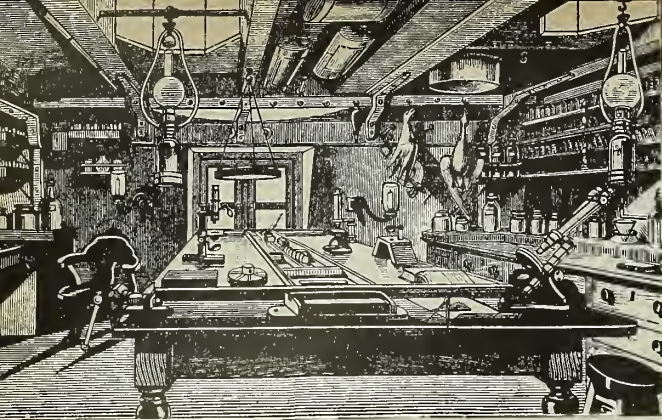
In the latter part of the 19th century, with the advent

of the submarine telegraphic cable which traversed the oceans from continent to continent, men immediately took a deeper interest in the ocean's bottom. It was necessary, for the depth, irregularities, and kind of bottom determined the feasibility of the ocean cable.

One of the pioneers in this development was Tuscarora, a wooden screw sloop, third rate, bark rigged of 997 tons. Launched in 1861, she was used as a part of the South Atlantic Blockading Squadron during the Civil War and was decommissioned in 1871.

She was recommissioned the following year for survey duty in the Pacific. Henry Cummings, rated in the ship's muster roll as Ship Writer, tells in considerable detail how soundings were made in the pre-electronic days as he describes the highlights of Tuscarora's history-making voyage of 1872-1874, as the ship sought a cable route from the United States to Japan.

FOR NEARLY SIX WEEKS, during which time general liberty was given, the ship was undergoing the repairs and alterations necessary for the service for which she was to be engaged, and a great change was made in her appearance. All of the guns were taken out save two of the broadsides, and on the quarter deck, in the place



SCIENTIST'S CABIN of era of 1870s was used to study and preserve specimens of ocean's plants and animals.

formerly occupied by the after pivot 11-inch gun, a chart house was erected. On the poop deck a dredging spar was planted, which, however, was afterwards but little used. Across the gangway was a bridge, on the starboard end of which was a Thomson deep sea sounding machine, and the top-gallant forecabin was occupied by a large steam reel and dynamometer, the supply pipe of which, passing down through the berth deck, connected with the boilers in the fireroom. The shot lockers were filled with sinkers of different kinds and sizes, the spar deck was crowded with coils and reels of line and wire, and the chart house contained curious contrivances of different inventors for bringing up bottom soil at great depths.

On the 11th of August everything was ready for the trial trip of two or three days, which we were to make for the purpose of testing the various appliances for deep sea sounding, and we steamed down the bay, anchoring off San Francisco that evening. The next forenoon we stood out of the harbor, and taking a S.W. course, commenced our experiments the morning following, and continued them until the 15th, when we again returned to San Francisco.

THE DEEPEST CAST taken during these three days was in 2038 fathoms. Our starboard boiler had leaked very badly, and as many changes and improvements had been suggested by this experimental cruise, we again, on the 17th, went to Mare Island to have the required work done.

A description of the different apparatus may be interesting here. All the machines were at this time in a comparatively crude condition, some being rejected as impracticable. It would be tedious to follow the many improvements and modifications since made in them, so I will describe them as they are worked at the present time, in the perfect state to which 14 months of experience and hard work has brought them.

- The *Thomson Machine* is a reel or drum six feet in circumference, made of galvanized sheet iron. The drum is about four inches in width, and has a rim on each side, from $1\frac{1}{2}$ inches to 2 inches in height. Around the right side of the drum runs a V groove, which takes the endless rope or pulley line which controls the revolutions of the drum in sounding.

The drum weighs about 60 pounds and will hold five miles of the piano wire. It rests on a light iron frame bolted to a wooden bed, and can be readily unshipped when not required for use. Close behind the rim of the drum, and directly in line with the V groove, is fixed a light iron wheel ten inches in diameter; this wheel, called

the dynamometer wheel, has one groove wide enough to hold two parts of line, and a second narrow groove to receive a cord simply. Back of this wheel is a common spring balance, which will register a strain of 110 pounds.

- The *piano wire* weighs in water about twelve pounds to the statute mile, and will bear a strain of from 200 pounds to 230 pounds. The wire comes in lengths of from 200 to 400 fathoms, and has to be spliced to make it available for sounding purposes. The splices are made some three feet in length, the parts being put together with a long jawed twist, and the ends and three or four intermediate points secured with solder. The whole length of the splice is then served with fine waxed thread, and the splice is complete. In no case have the splices drawn or broken. To keep the wire free from rust, it is kept at all times, when not in immediate use, in a tank containing a solution of caustic soda. This protects the wire completely and coils that have been in use twelve months are seemingly as good as ever.

To the outer end of the wire is attached a light galvanized iron ring, or rope grommet, to which is made fast some 25 fathoms of cord or albacore line. To the other end of this line is attached the apparatus for the detachable sinker and specimen cup. The purpose of this line is to prevent the wire from coming in contact with the bottom; for if that were allowed, the wire, being stiff and elastic, would be apt to fly upward, kink and break.

- The *sinkers* used are eight-inch shot, with holes bored through their centres $2\frac{1}{4}$ inches and $2\frac{3}{4}$ inches in diameter, through which the Brooke detaching rod and the specimen cylinders are passed.

- The *cups* or *cylinders* of the different designs used with the Brooke detaching apparatus are, as before mentioned, inventions of Captain Belknap. They are so constructed that, when bottom is reached, the soil is received into an inner cylinder, and an outer cylinder slides down over the opening through which the specimen entered. Thus the soil is held and prevented from being washed out in the passage to the surface. Valves are also placed inside the inner cylinder, which remain open in descending, allowing the water to pass freely through; but when the cup touches the bottom, the valves close, retaining the bottom water, which is brought with the bottom soil to the surface. These cylinders work so well that mud enough to fill a five-ounce vial is sometimes brought up.

THE SOUNDINGS are taken from the gangway, as being nearer the centre of motion than any other convenient part of the ship, and, therefore, less subjected to the pitching and rolling motion of the vessel.

When it is required to sound, supposing the ship to be under sail, the fires, which have been banked, are spread. When steam is ready, say in half an hour, the usual time, all sails are furled, the ship is brought stern to wind, and kept in that position by backing of the engines. In calm or light weather, the use of the engines is only required at intervals; at other times, when the wind is fresh and the sea heavy, they are kept backing all the time and sometimes at full speed.

Meanwhile, the machine has been got ready. When the ship has lost headway and becomes steady, so that the wire can run straight down, the sinker is carefully lowered into the water by hand. Then the self-registering thermometer for ascertaining the bottom temperature is attached to the codline, and the line is allowed to run out gently until the wire is reached. The wire is clamped to prevent further egress until a leaden weight of some four pounds can

be attached to the ring. This precaution is necessary to prevent the wire from flying upwards when the sinker strikes bottom, and relieves the wire of its tension; otherwise it would be apt to take in kinks and break.

Now, a man has been attending at the pendant with the weights during this time, and being all ready, the officer in charge has the wire unclamped and lets it run slowly at first. Then, when the wire is well started, he directs some of the weights to be taken off to allow the wire to run more freely. It is never allowed to run out faster than at the rate of 100 fathoms in 50 seconds, and seldom at less rate than a minute.

The moment the sinker strikes bottom, it becomes detached, and the strain, which has retarded the descent of the sinker, is now only resisted by the weight of the wire, and pulls back with a force equal to the weight of the shot now resting on the bottom. This causes the index hand of the dynamometer to fly up and the drum to stop revolving instantly. So perfect and unmistakable are the indications at whatever depth, that a person standing in any part of the ship and looking at the machine can tell the moment bottom is reached.

AN INTERESTING FEATURE of our work was the serial temperatures taken from the top-gallant forecastle with a duplicate Thomson machine, at the same time when sounding from the gangway.

For instance, if the temperature is desired for every 100 fathoms below the surface down to 500 fathoms, a 7-pound lead and a thermometer is attached to the wire. Then the wire is allowed to run out slowly till the 100-fathom mark is reached, and another thermometer is attached and so on till the desired depth is reached; and thus, at one serial sounding, the several temperatures are taken. The thermometers are very accurate.

ON THE 29TH OF AUGUST, we once more steamed to San Francisco, equipped and ready for the important work to which we had been assigned, the sounding of a route between the United States and Japan for the laying of a sub-marine cable. This route, called the "Great Circle Route," as proposed, commenced at Cape Flattery and making northward and westward touched at Atka, one of the Aleutian Islands, and thence southward and westward to Yeddo Bay (now Tokyo Bay).

Our first cast was taken when about twelve miles from Cape Flattery, in 55 fathoms of water, using the Thomson Machine, a specimen cup invented by Rear Admiral Sands, called Sand's Cup, and split weight of 18 pounds for sinker.

Later, when about two hundred miles from Cape Flattery, a sub-marine mountain 1800 feet in height was found which is probably, as Captain Belknap remarks, "an underspur from Vancouver Island." This was *then* considered by us to be quite a discovery—but we have since found sub-marine elevations compared to which this little hillock would seem very insignificant.

From this place to the locality where sounding was suspended we found that the bottom descended in a very regular manner, the fall averaging about 6 feet per mile.

Although various deep sea apparatus were tried, this trip only more fully attested the superiority of the Thomson Machine and the Belknap specimen cups. Thirty-four casts were taken in depths ranging from 55 fathoms to 2534 fathoms, and only one accident occurred, by which a quantity of line was lost by reason of a leakage in a rotten place. Many deep sea and serial temperatures were taken, by which it was found that after reaching a depth

of 1200 fathoms, from that depth downward the water was of an almost uniform temperature of from 33 to 34 degrees F.

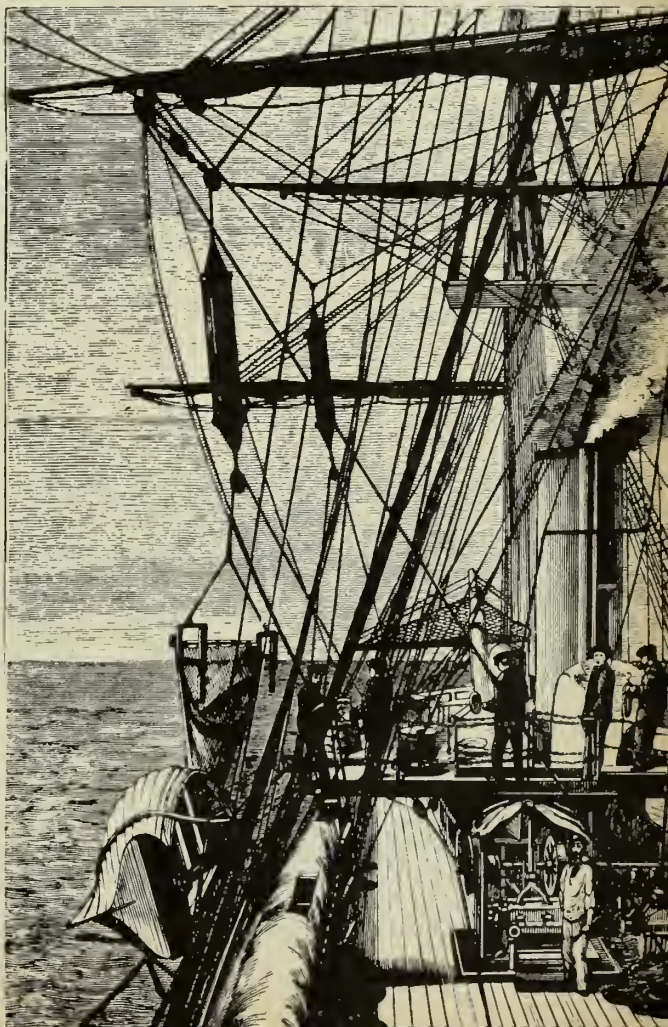
The weather from the commencement had been cold and rainy with strong winds, and on the second night out we were hove to under reefed topsails. The further north we went the worse it became, and, the wind being a good share of the time ahead, rendered it necessary to steam, and the heavy sea made the sounding very hazardous to the line and wire.

WE WERE ORDERED to suspend work to the northward, on account of the lateness of the season, and to proceed to San Francisco, sounding off and on the coast, to determine the "true continental outline for the beginning of the ocean bed proper."

During this passage, which occupied 21 days, eight lines of soundings were run, comprising 83 casts, the deepest water sounding being 2443 fathoms. The result shown was, that a slope or terrace, from 10 to 50 miles in width, makes off from the coast in comparatively shoal water, and then drops very abruptly down to depths of 1500 to 2000 fathoms, constituting an immense buttress, as it were, to support the continent.

While sounding some 140 miles off the coast of California, and expecting a depth of 1600 or 1700 fathoms (the previous cast having been in 1689 fathoms), the lead suddenly brought up at a depth of 996 fathoms. No specimen came up, and the point of the cup was found to be

SOUNDING AND TRAWLING gear like that pictured was used by *Tuscarora* during search for cable route.



Sounding the Pacific - 1872

battered and bruised, as though rock or other hard bottom had been struck.

We then sounded round this locality and found that a rocky submarine peak, 4000 feet in height, existed in this part of the ocean, rising very abruptly from the ocean bed on its northern, eastern and western sides, with a gentle slope on its southern face.

The Thomson machine was used exclusively in making the deeper casts, and the steam reel was worked in the shoaler water, and was also found very convenient in taking serial temperatures, which were made quite a specialty. The weather most of the time being fine, many observations of surface and under-surface currents were also made.

Not all the ship's routine was devoted to scientific work. Shortly after leaving San Diego, the "Tuscarora Minstrel Troupe" was organized by the crew and meetings and rehearsals were held on the berth deck almost every night. By the time the vessel reached Honolulu, members of the troupe considered themselves proficient enough to give a public performance.

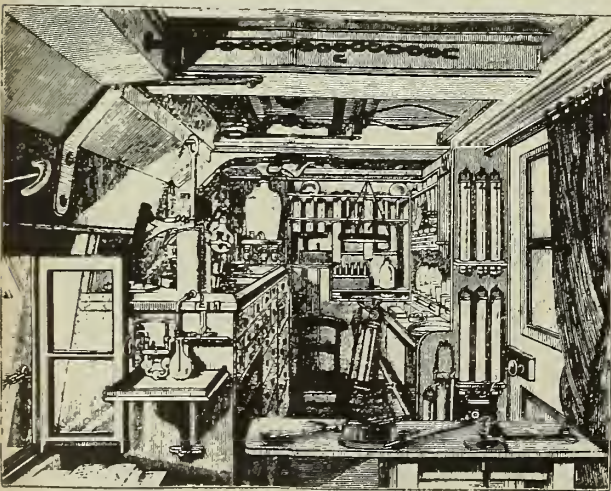
I HAVE BEFORE MENTIONED the "Tuscarora Minstrel Troupe," organized at the time of our departure from San Diego; and a narration of their doings in Honolulu will doubtless be interesting to all concerned.

During the passage from San Diego, practice meetings had been held nearly every evening, scenery had been painted, costumes prepared and the stage built, and it was intended that, soon after our arrival, an entertainment should be given on board the ship; but, because of the excitement attending the election of the King, it was not until several days later that everything was in readiness for the event.

On that date the ship was dressed with flags and invitations were sent to the officers and crews of *Portsmouth* and *Tenedos*, who also happened to be in port at that time, and also to many of the citizens of Honolulu.

At dusk the audience commenced to arrive, and ere long the spar-deck was crowded with people and the curtain arose on the "Opening Chorus." The performance was a success, and seemingly greatly enjoyed by all present, although on account of a very heavy shower of rain

SHIPBOARD CHEMICAL LABORATORY like this performed tests of sea water taken from different depths.



that arose about 10 o'clock, the latter part of the play had to be cut short.

The citizens of Honolulu now requested that the troupe give an entertainment on shore. Accordingly, three days later, a most successful performance was given in the Royal Hawaiian Theatre, to a large and fashionable audience, by which the troupe realized nearly three hundred dollars above expenses.

NOW FOLLOWED one of the most pleasant and quickest passages we had yet made. No storms were encountered, the weather was warm and comfortable, and the soundings were continued with uninterrupted success. The water deepened very rapidly off the coast of Oahu, and the depth of 1468 fathoms was found when only a few miles from land.

The balance wheel for reeling in the wire had been put in successful operation and saved us much time and labor, and the short time occupied in taking our soundings on this passage has never been equalled in the history of deep-sea sounding. The greatest depth found was 3287 fathoms, or about $3\frac{3}{4}$ statute miles, and the total time occupied in sounding at that great depth and in bringing back a bottom specimen was one hour, 56 minutes and 32 seconds.

The quickest time was made when sounding at a depth of 3009 fathoms, which occupied one hour, 29 minutes, 32 seconds only. The workings and indications of the Thomson machine were as accurate and indisputable in these great depths as in soundings of 500 and 1000 fathoms, and as Captain Gelknap remarks, "the incomparable working of this machine was a source of never-ending wonder and admiration to all who witnessed it."

LYING OFF AND ON during the night, the next morning entered the harbor of Port Lloyd, Peel Island (*Chichijima*), and anchored.

We remained at this place but two days, and again resumed our soundings toward Yokohama, at which place we arrived on the 22nd of April.

Fourteen casts were made between Port Lloyd and Yokohama, and, as was to be expected from the close proximity of the mainland and the many islands that lay almost in our path, the bottom was irregular and the water comparatively shallow, the greatest depth found being only 2435 fathoms.

A great circle route from Yeddo Bay to the Island of Atka, one of the Aleutian groups, and thence to Cape Flattery, had been marked out for us by the Navy Department, and our course was shaped accordingly.

The first few casts taken were comparatively shallow, but as we entered the edge of the Japan Stream we were surprised at finding a depth of 3427 fathoms, we having run only about thirty miles from the position of the previous cast of 1833 fathoms, but the result of the next sounding was still more astonishing—4643 fathoms of wire being run out and no bottom reached, when the wire broke close to the surface and was lost. There was a strong undercurrent in this locality, and it was impossible to keep the wire from tending underneath the ship and astern, and it probably either caught on the keel or was struck by the screw.

Captain Belknap now concluded to diverge from the allotted route, and running closer along the coast, to cross Japan Stream further to the northward. We therefore ran inshore, and headed for the Aleutian Islands, when in about latitude $41^{\circ}30'$ north.

THE WATER AT ONCE rapidly deepened, the following depths being found in succession, viz., 2855, 3493, 3587, 3507, and 4340 fathoms. The deep sea thermometer sent down to this last great depth came up broken into fragments by the enormous pressure, amounting to five and a half tons to the square inch, the bulb protection place of the ebonite case being split and a piece broken out.

For more successful, straight-up-and-down and undoubtedly correct casts were now made in depths of 4356, 4041, 4324, and 4120 fathoms. Good specimens of the bottom soil were brought up each time, and the moment of touching bottom was shown in as marked and unmistakable a manner by the dynamometer as when sounding in only 1000 fathoms.

At one cast, an accident occurred by which 4300 fathoms of line were lost. Bottom had been touched at 4411 fathoms, and, when reeling in, the pulley line flew off the reel, causing the wire to run out rapidly, and before it could be checked it kinked and broke.

THE NEXT CAST was the deepest we ever made, the sinker touching bottom at 4655 fathoms (27,930 feet), $5\frac{1}{4}$ statute miles.

Everything was favorable for this sounding: the sea smooth, the ship steady. There seemed to be little or no under-current, and the wire ran straight up and down. Every care was taken in reeling in; yet the tremendous pressure was too much for the wire, and it broke when about four hundred fathoms had been hauled back.

As the water had been steadily deepening, and it was probable that greater depths than even this last cast had shown would be found ere we crossed the Japan Stream, this route for the cable was abandoned by Captain Belknap, on the hypothesis that if the steel piano wire (of such great strength in ratio to its size) was broken by the weight of the water at these great depths, it would be exceedingly dangerous, if not utterly impossible, to lay a cable presenting such a proportionately greater surface to the action of the enormous pressure.

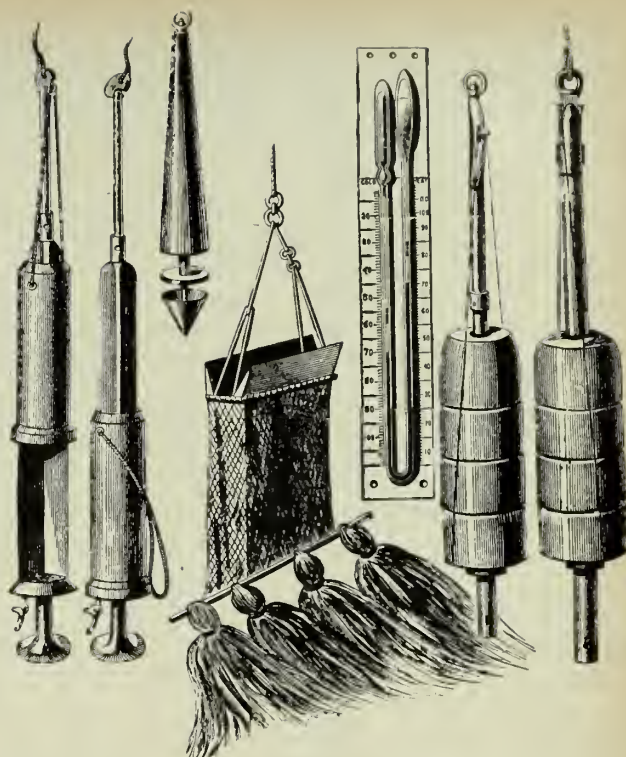
Other reasons were to us equally potent. We could afford to lose no more wire, for one or two more such losses as we had just sustained would leave us without the means to continue the work.

Our sounding drums, too, had been crushed in and damaged by the strain imposed upon them and would last but a short time if used in such deep water.

It was determined, therefore, to run a line of soundings as near shore as possible, by skirting along the coasts of the Kurile Islands and Kamchatka, and thence across the Island of Tanaga, of the Aleutian chain.

QUITE A MISHAP was met with as we were entering the harbor at Port Illionlionk, which happily resulted in little if any damage. An individual calling himself a pilot had shortly before come on board and was directing the passage of the ship through the difficult channel; but while steaming very slowly into anchorage, the ship answered her helm more quickly than the pilot had anticipated and we struck upon a reef, first forward and then amidships, and remained fast.

Our battery was at once shifted forward, together with ammunition and other movable articles, but with no effect. An anchor was then got out from the bow, and the ship was lightened by sending powder, shot, shells, etc., on shore. For six hours this work went on, and at 12:30 A. M. the tide rose so that the ship floated, our chain was slipped—and we were soon in deep water.



SLIP WATER BOTTLE, cup sounding lead, dredge, deep-sea thermometer, sounding machines of 1874 are shown.

Considerable interest had been felt as to the result of this last line of soundings; for the portion of it that had been sounded in the Fall of 1873 had shown depths steadily increasing, until, at the point where we were obliged to turn back for want of coal, 2534 fathoms had been reached and it was thought that a much greater depth might yet be discovered in this part of the ocean.

Such proved to be the case, for, shortly after leaving Unimak Pass, the bottom dropped down from 1925 fathoms to 3359 fathoms. This, however, was the deepest water found, the next being in 3106 fathoms; and the remainder of the soundings gave depths varying from 2459 fathoms to 2814 fathoms. The last cast connecting the two lines showed a depth of 2520 fathoms, differing only 14 fathoms from the last cast taken.

WE NOW RETRACED our course and made a line of soundings a little to the northward of this last line and nearer to land, which gave, however, but similar results, the deepest water being 2910 fathoms. This line was ended in Akutan Pass, through which we steamed on a fine, clear afternoon amid the most beautiful and wildest scenery. The three high, volcanic peaks on Unimak Island (one of them in active operation) were close at hand, and other islands in sight contributed each a share to make an enchanting view. Millions of sea-birds floated on the water and flew around us so thick that they could scarcely keep out of the way of the ship.

We steamed around the Islands of Akutan and Akuan, and once more came out to the southward of the Aleutian chain from Unimak Pass and made our course for San Francisco; but we continued sounding until the 21st, when the last cast was taken, the last shot lost, and our work was done.

TAFFRAIL TALK

WE'VE NOTICED a couple of items in station newspapers which add a nice touch to day-to-day life in the Navy.

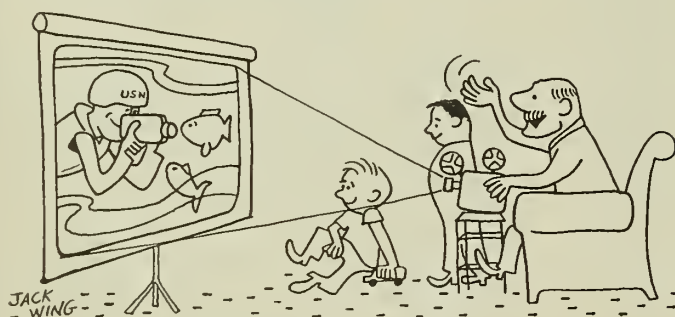
Item 1: VR-3 of NAS Moffat Field, Calif., has struck a new note in special liberty privileges for enlisted personnel. Each man rates a holiday on his birthday.

On the big day, the lucky bluejacket receives greetings from the commanding officer and with the congratulations goes a "birthday card" stating that "The Commanding Officer of VR-3 takes pleasure in awarding you a special liberty in commemoration of your birthday. Happy Birthday!"

The birthday present is in addition to any regularly authorized liberty. This custom is cropping up in a number of places.

Item 2: It's the little things that make the big difference. The crew of *uss Princeton* (CVS 37), for example, is now enjoying the luxury of a clean, dry towel for every shower, and at no extra charge.

The plan went into effect after a successful two-month test. Towels are drawn from an unattended locker by each man taking a shower. The only requirement is—used towels must be deposited in laundry containers after use.



A Navyman who is in superb control of his environment is LTJG Carlos P. Baker, Jr., a pilot attached to *uss Hornet* (CVA 12) while in the Pacific.

Lieutenant Baker, an amateur photographer, had casually tucked an 8-mm. movie camera in his flight suit before taking off on a—presumably—routine flight. When his jet fighter caught fire shortly after takeoff, he fired his ejection suit, was hurled into space and pulled the ripcord of his parachute.

Dangling from the 'chute, he watched the crazy gyrations of his abandoned plane, then remembered his camera and began grinding away. Seeing destroyer rescue teams and helicopters waiting for him below, Baker turned his camera on them. When rescued by a helicopter from *uss Helena* (CA 75) he was still clutching his camera, thoroughly dunked.

What a wonderful opening Lieutenant Baker (then RADM, Ret.) will have when dangling his grandchildren on his knees and telling the story of his adventures: "There I was, 10,000 feet up, taking pictures—and no plane!"

We haven't heard yet how the pictures turned out.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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Distribution: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because introductory activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicates the official Navy Department Bulletin.

• AT RIGHT: OLD AND THE NEW—Harbor of Hong Kong with its many junks and sampans among the large ships of the U. S. Navy makes interesting comparison of the old and modern methods of water travel.

ALL HANDS



Stand By To Lay Aloft!



GOING UP IN THE NAVY TRADITION

through
STUDYING
GAINING EXPERIENCE
KNOWING YOUR JOB
KNOWING YOUR SHIP

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

SPECIAL ISSUE

your career
your family
your future



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

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MARCH 1955

This special issue is a report on the rights and benefits of Navy men and their dependents. It provides information on furthering your career in the naval service. Serving to help you as you chart the course of your personal affairs, both as a Navy man and as a family man, now or in the future, the Navy seeks to insure your rights to a satisfactory family life while you follow a career opportunity in the service of your country.



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MARCH 1955

Navpers-0

NUMBER 457

VICE ADMIRAL JAMES L. HOLLOWAY, JR., USN

The Chief of Naval Personnel

REAR ADMIRAL MURR E. ARNOLD, USN

The Deputy Chief of Naval Personnel

COLONEL WM. C. CAPEHART, USMC

Assistant Chief for Morale Services

TABLE OF CONTENTS

	Page
WHEN YOU ENTER THE NAVY: Pay, Subsistence, Quarters, Clothing Allowances, Commissary and Exchange Privileges, Medical Care, Allotments, Eligible Dependents	2
INSURANCE: \$10,000 Free Indemnity, NSLI, USGLI, Pras and Cans an Waiving Premiums, Post-Service Life Insurance	9
HOUSING: Public Quarters, Type VIII Housing, Rental Housing, How to Get Info on Living Conditions Overseas	12
ASSISTANCE AVAILABLE to Navymen and Dependents: Legal Assistance Officer, Chaplain, Navy Relief Society, Red Cross, Navy Mutual Aid Association, Navy Wives Club, VA, Emergency Leave, Transfer for Humanitarian Reasons	14
EDUCATION AND TRAINING for Enlisted Men and Officers: Navy Training Courses, Schools, USAFI, Correspondence Courses, How to Get High School and College Credits, Post-Graduate Training	18
PATHS OF ADVANCEMENT: Requirements for Enlisted Personnel, Officer Promotion	24
PATHS TO A COMMISSION: Opportunities Open to Enlisted Men, Naval Academy, NROTC, Integration Program (OCS), NavCad, LDO and Warrant Officer Program	26
TRANSPORTATION: Dependents Going Overseas, Passports, Baggage, Immunizations, Accommodations, Transportation Within U.S., Regulations on Dependents Travel	30
CENTERSPREAD CHART: Dependents Shipping Information	36
MOVING HOUSEHOLD EFFECTS: Weight Allowances, What You May Ship, Packing and Crating, Auto Shipment, Check-Off List	38
DEPENDENTS SCHOOLING: Education Overseas, Scholarships	42
RECREATION: Navy Sports, Movies, Hobbycraft Program, Navy Libraries, Facilities, Recreation Funds	43
REENLISTMENT BONUS: How to Compute Your Bonus	47
BUYING YOUR HOME: New Servicemen's Home Loan Insurance	49
SAVINGS: Savings Deposit Program, Savings Bonds	50
TAXES: Exemptions, Deductions, Navy Income That Must Be or Need Not Be Reported	51
RETIREMENT: Eligibility, Fleet Reserve, Retired and Retainer Pay, Retirement Benefits, Rights as a Veteran	54
ANNUITY PLAN: Security for Survivors of Retired Navymen	59
SOCIAL SECURITY CREDITS: Benefits Available to Certain Navymen and their Dependents	61
SURVIVORS BENEFITS: Death Gratuity, Arrears of Pay, Indemnity, Insurance, Transfer of Household, VA Compensation, Social Security, Employment Preference, Commissary Privileges, Medical Care, Burial Rights	63
IMPORTANT PAPERS: Documents You Should Have, Sample Will and Power of Attorney, Savings Depositary, Personal Affairs Record	67
PAY CHART: Table of Pay and Allowances	72

LCDR F. C. Huntley, USNR, Editor

John A. Oudine, Managing Editor

Associate Editors

G. Vern Blasdel, News

David Rosenberg, Art

Elsa Arthur, Research

French Crawford Smith, Reserve

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when you enter the navy

Rights and Benefits Include Subsistence and Quarters Or BAQ and ComRats, Clothing Allowances, Medical Care

LET'S ASSUME for the moment that you've just entered the Navy, either as an enlisted man, officer, or a Wave. Your first impressions no doubt, have left you bothered and bewildered. Almost overnight, it seems, you start learning an entirely new mode of life. Not only have you begun a new career, but you're confused about handling your personal affairs.

However, when you've had time to look around, you'll find that a number of distinct advantages have been made available to you as a Navyman that cannot be found in civilian life. Of course, many of them are not offered to you on a platter. You have to ask for them.

This issue of ALL HANDS is an attempt to put in compact form a roundup of your rights and benefits, and to locate the facilities that affect you and your dependents, as rapidly and efficiently as possible. It is a series of signposts, so to speak.

Let's see where you stand.

One of the items of greatest interest to you is, of course, the amount of pay you are to receive. If you're an enlisted man with no previous military service, the situation may look grim. As an E-1 (Seaman Recruit), you'll earn \$78 a month while you're going through recruit training. Not too much room for luxurious living on that. If you're married, or have any other dependents, it will seem a long time between paydays.

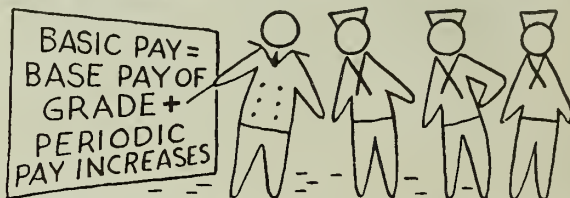
If you come into the Navy as an ensign, and have no previous military service, your basic pay will be \$222.30 per month. The pay for a midshipman at the Naval Academy is \$81.12 a month, while a Naval Aviation Cadet going through flight training draws \$109.20 a month. Enlisted men who are accepted and go through Officer Candidate School receive the basic pay of the rate they hold while going through the school.

In addition to your basic pay you're entitled to many more items which, considered individually, may seem relatively insignificant. In the aggregate, how-

ever, they can make a lot of difference to you.

If you're married, for example, your wife will soon learn of the commissary and exchange privileges. Medical bills will no longer haunt you. You've painlessly acquired a \$10,000 insurance policy. If you wish, your spare time will be completely occupied with the recreation facilities made available to you at little or no cost. Educational opportunities are virtually unlimited. If you've incurred obligations as a civilian which cannot be met while you are in the Navy, the Legal Assistance Officer of your activity can advise you if the Soldiers' and Sailors' Civil Relief Act is applicable.

Chances are, you won't have much time or energy left during your recruit training to spend your money. After you've served for four months, your pay will be raised, and as soon as you make pay grade E-2, it will again be increased. Sea duty will add another increase.



Suddenly you'll discover you're not doing so badly after all. By the time the end of your first enlistment approaches, it's quite possible that you'll be seriously considering the Navy as a career. You could do worse. You will have noticed, no doubt, the longer you stay in the Navy, the more benefits you receive.

Money in Your Pocket

The Career Compensation Act of 1949 is the foundation of the Navy's pay instructions. This Act, together with the Dependents Assistance Act of 1950 and the Armed Forces Pay Raise Act of 1952, which amend and supplement it, describe the pay structure, the pay rates and, in some cases, the conditions of entitlement to pay and allowances for all members of the armed forces.

Here's a summary of the factors you must take into consideration to figure your gross and net income—including any additions of special pay and allowances if applicable to your situation.

● **Basic Pay** — This term incorporates what was formerly known to old timers as "base pay" plus "longevity." You'll still hear the phrase "longevity" used occasionally, but both terms were officially discontinued with the passage of the Career Compensation Act of 1949. Your active duty basic pay is shown in the table on page 72 and is determined by your pay grade and the total number of years of active and inactive military service. The Career Compensation Act of 1949 established the system of "periodic pay increases," replacing longevity. Under this law, basic pay is increased every two years, up to 18 years of service, and thereafter every four years. Every Navyman, as the chart will show, is entitled to the periodic pay increases un-





less he stays too long in the same grade. Under the present pay act, periodic pay increases amount to approximately \$15 per month for officers and \$7.50 per month for enlisted personnel for each two-year increase.

• **Cumulative Years of Service.**—In figuring your basic pay (including your periodic pay increases), you should count both active and inactive duty in the Navy and Naval Reserve. If you previously served in another branch of the armed services—Army, Air Force, Marine Corps, National Guard, Coast Guard, Public Health Service, or their Reserve components—you should ask



the disbursing officer at your activity if your service is creditable for pay increases.

Cumulative years of service do not have to be consecutive to count for periodic pay increases. That is, if you are an enlisted man and joined the Navy in 1942 and were discharged in 1946, then joined the Naval Reserve in 1948 before coming back on active duty, you may count both your time in the Navy on active duty and your time in the Naval Reserve on inactive duty in figuring your years of service.

Special Pay

Special Pay is the amount earned over and above basic pay for the performance of certain specific duties. It may be based on a sliding scale according to rank or rate or it may be a flat monthly sum based on your status.

• **Sea Pay and Foreign Duty Pay**—Only enlisted personnel are eligible to receive this type of special duty pay; commissioned officers and warrant officers are not. Pay is based on a system of flat increases ranging from

\$8.00 per month for pay grades E-1 and E-2 to \$22.50 per month for chief petty officers. You'll find the amount to which you are entitled listed in the table on page 72.

• **Other Special Duty Pay**—There are nine types of hazardous duty pay in this special pay class. The specific amounts are listed in the pay table. The categories include: flight duty (as a crew member), submarine duty, glider flight duty, parachute jumping, contact with lepers, demolition duty (UDT), submarine escape training tank service, duty at the Navy Deep Sea Diving School or the Navy Experimental Diving Unit, and flight duty for persons not crew members, but with orders involving flying.

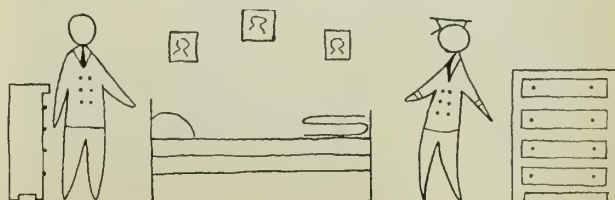
A commissioned officer of the Medical or Dental Corps is entitled under certain conditions to credit of special pay at the rate of \$100.00 per month. See Volume IV, *NavCompt Manual* for the conditions under which this special pay is credited.

Allowances

An allowance is a contribution of money or its equivalent "in kind" to help you meet some of the expenses you may incur because you are a member of the naval service. There are three basic types of allowances; subsistence, clothing allowance and quarters allowance.

Subsistence

An officer is entitled to an allowance for subsistence at the rate of \$47.88 per month without regard to rank or dependency status. All officers, whether on board ship or ashore, whether married or single, draw a sub-



pay and allowances

sistence allowance and pay their own mess bills.

The subsistence allowance for enlisted personnel, commonly called "ComRats" (commuted rations) is usually limited to married individuals who are living off the base with their families and granted the privilege of messing away from their naval activity. The amount for ComRats is \$1.10 per day.

Generally speaking, if you are assigned, say, to temporary shore patrol duty, whether you're single or married, you are entitled to draw \$2.57 per day subsistence, provided no government messing facilities are



available. However, because of the many and varied conditions of those assignments, such as geographical area, status in respect to allowances, types of duty, and so on, no standard sum can be printed. The orders issued you will usually indicate the type of reimbursement which you are authorized to draw.

Clothing Allowance

At the time of your first enlistment, and also, subject to certain conditions, at the time of reenlistment or recall to extended active duty, you will receive an initial clothing allowance. In addition, you receive a monthly clothing maintenance allowance.

The rates of both the initial clothing allowance and monthly maintenance allowance are described in Volume IV, *NavCompt Manual*. The amounts are not included here because they are subject to periodic change.

An enlisted man on active duty promoted to chief petty officer is entitled to a \$300 clothing allowance. If you are an enlisted man and are promoted to warrant or commissioned rank you may be entitled to an initial uniform allowance. However, the amount of such allowance varies according to the case involved. Officers who receive their commissions through the Naval Academy are not given a clothing allowance since they already have the required clothing.

Reserve officers upon *first* reporting to active duty

for more than 90 days are, under certain conditions, entitled to credit of an initial uniform allowance up to \$200. An additional active duty uniform allowance of \$100 is payable to certain Naval Reserve officers for each time they enter or reenter on active duty or active duty for training longer than 90 days. Naval Reserve officers are also entitled to a uniform maintenance allowance of \$50 for the purchase of required uniforms and equipment upon completion, after 9 Jul 1952, of each period of four years of satisfactory Federal service as an officer in an active status in the Naval Reserve. This period must, however, include at least 28 days of active duty or active duty for training, performed after the date of entitlement to his last previous uniform allowance.

Quarters Allowance

• **Officers Quarters Allowances** — An officer without dependents receives a quarters allowance except when government quarters are available. Consequently if he is assigned to duty at sea, or to a station where Bachelor Officer Quarters (BOQ) are available, he will not receive a quarters allowance.

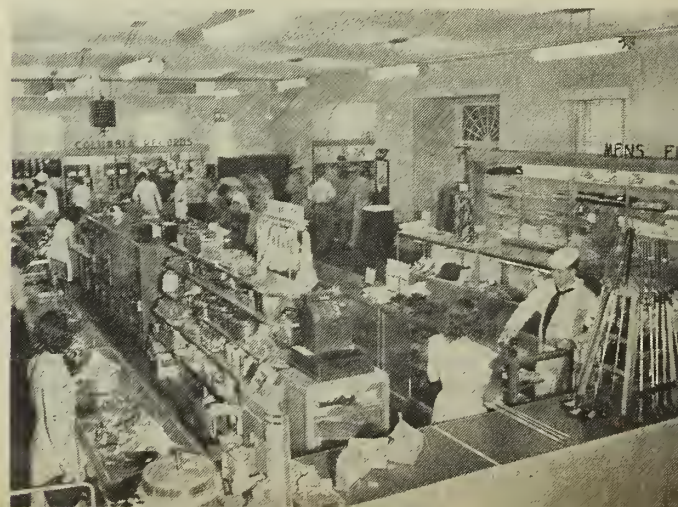
An officer with dependents is allowed a quarters allowance regardless of whether he is serving ashore, at sea, or overseas, unless government quarters have been provided for him and his dependents. This allowance varies from \$85.50 to \$171.00, depending on his rank. (See page 72 for the amount.)

• **Enlisted Basic Quarters Allowance** — BAQ for enlisted men without dependents is now \$51.30 per



month. However, if you have no dependents, you are entitled to BAQ only when government quarters are not available, such as on recruiting duty. If you do have dependents, regardless of your pay grade, you are entitled to a quarters allowance, whether you're serving ashore, at sea, or overseas, except in the case where government quarters have been provided by the Navy for your dependents. In such case, since government quarters are provided, you do not draw BAQ.

If you have dependents, your basic allowance for quarters varies according to your pay grade and the



number of legal dependents (up to three) you have.

As the requirements, restrictions, and determinations for this allowance are quite detailed and must be in accordance with the Dependents Assistance Act of 1950 and the Armed Forces Pay Raise Act of 1952, a separate section is devoted to this subject (see page 72. In the pay table, the column headed "with dependents shows the allowance received.)

Commissary and Exchange Privileges

Another Navy facility which will help make life easier for you and your family is the privilege of purchasing food, household and personal items at a reasonable cost through commissaries and exchanges. These government facilities mean that you and your dependents, whether you are stationed overseas, ashore or shipboard, are able to purchase basic commodities at a fair price, and sometimes at reduced prices. Shoreside exchanges and commissaries are usually conveniently located in or near naval activities.

In overseas branches of these activities, you may purchase foodstuffs and Navy Exchange items that would not otherwise be available. In addition, many of these foodstuffs and exchange items ordinarily obtainable overseas by other means carry a much higher price tag. But exchange and commissary items are based on the same price scale as their stateside counterparts.

- **Commissaries** sell food and other commodities at the lowest prices possible for the benefit of naval personnel and their dependents, and are usually operated at the larger naval installations. In this instance, the same definition for "dependents" applies as that for entitlement to BAQ (see page 7).

Since the eligibility requirements and restrictions vary at the different stations, it will be necessary for you to apply for a permit from the officer in charge of the commissary or through the office of the district commandant.

- **Exchanges** sell at reasonable prices articles of necessity and convenience not supplied by the Navy. They are maintained at the majority of stations ashore and ships for the benefit of you and your dependents. A permit, which may be obtained from the officer in charge of the exchange, is required for dependents.

The other armed forces, particularly where no Navy Exchange is available, extend to naval personnel and their dependents the privilege of making purchases at their commissaries and exchanges. A permit is usu-



ally required, which may be obtained from the officer in charge.

When buying at Navy Exchanges and commissaries it is required that you do not resell the items, either at a profit or a loss, to unauthorized people. Whatever you buy must be for the personal use of you or your dependents or for use as a bona fide gift.

This means that you can't keep your neighborhood supplied with groceries either on a free or reimbursable basis. Violation of this requirement can mean the loss



of your privilege of buying at exchanges and commissaries.

Medical Care

Your health, and that of all your shipmates, is of prime concern to the Navy. That's why, no matter what your trouble, whether a cold or headache or major surgery, you'll get the best care possible at no cost to you. If you're hospitalized, all your pay and most of your allowances will still continue.

Medical care is also provided for your dependents, but on a somewhat different basis. In this instance, the extent of medical care depends to a large extent on *where* your dependents are, and *when* they need it. The chief point to recognize here is that the primary responsibility of Navy medical officers is to attend naval personnel. Dependents' care comes after—or in between—their major responsibility. You'll notice, if you're stationed on board ship, and your ship comes into its home port, your medical officer may be assigned temporary duty at the local dispensary or naval hospital to aid in the care of Navy dependents.

If any member of your family requires medical attention or hospitalization, it can usually be obtained at a naval hospital in the area in which they reside. Normally you will pay \$1.75 a day to cover cost of food and medication.

This care includes inpatient and outpatient services, and treatment for acute medical and surgical conditions. This includes prenatal care for your wife and delivery of your child, as well as treatment of cut fingers or broken bones or other such emergencies. It does not include treatment for nervous, mental or contagious diseases, nor those conditions requiring home visits by the medical officer nor long-term hospital care for the physically handicapped, polio, or tuberculosis.

If it should happen that a member of your family becomes physically handicapped or should contract polio or tuberculosis, there are many civilian organizations (to which you are frequently asked to contribute) that will assist you.

Under no circumstances, including emergencies, can civilian medical or hospital care or the services of civilian specialists, or the furnishings of medical appliances obtained by your dependents, be paid for out of appropriated funds.

Dental treatment is available only in connection with

allotments

inpatient hospital or infirmary treatment. In other words, if a member of your family is in a naval hospital and his or her condition is aggravated by, for example, an abscessed tooth, dental treatment may be provided.

Briefly, "dependent" in this case is defined as a wife or husband, unmarried child under 21 years of age, or dependent parent of Regular Navy personnel and Naval Reserve personnel on extended active duty.

Since conditions vary widely at each naval activity, you'll do well to check with your personnel office as soon as you get squared away at your new duty station to learn details of the extent of available medical care for your dependents. You need have no concern for yourself. You'll get the best there is.

It is suggested that you file application Form DD 719 for an all-purpose identification card (Form DD 720) from the personnel office that maintains your service record.

Dependent I.D. Card

Recently, a new, all-purpose "Military Dependent Identification Card" DD Form 720, was established for dependents of Navy, Air Force, Marine Corps and Coast Guard personnel.

This new dependent I.D. card is now being used in many places instead of NavPers 1343. However, the old "Dependents Card for Medical Care" NavPers 1343 has not been cancelled, as it is issued for dependents of deceased personnel.

The new dependent I.D. card may be used by authorized dependents for identification at commissary stores, exchanges, medical services, special services and similar activities.

Non-appropriated funds activities, such as clubs, golf courses, swimming pools, which currently require varying types of identification cards have been directed to make use of the new I.D. card (DD Form 720).

It should be noted, however, that this card does not, in itself, authorize entry into any classified security area and is not intended to replace any security system now in effect, or to be placed in effect in the future.



IN ADDITION TO the pay and allowances described earlier, you may, if you are a family man, also be eligible to receive a Basic Allowance for Quarters.

There are two types of allotments that you as an enlisted man will be particularly interested in. One is the basic allowance for quarters, better known as the "Q" or "Queen" allotment. The other is the "D" allotment.

The basic allowance for quarters (BAQ) is intended to provide rental money for all naval personnel—and their dependents—who are not assigned to adequate government quarters or housing facilities under jurisdiction of the Navy.

The allowance for officers is based on rank or grade, and on whether they have dependents. The amounts are shown in the table on page 72.

The Dependent Assistance Act provides for the payment of a monthly basic allowance for quarters for the dependents of enlisted personnel. This allowance is credited directly to your pay. In order to qualify for this allowance, you must register (have entered on your pay record) an allotment of your pay which is equal to the rate of basic allowance for quarters you are entitled to receive from and paid for by the Navy, plus an additional specified contribution taken from your



basic pay. The total of these two sums—one provided free by the Navy, the other sum contributed by you—is the amount of money sent by the Navy directly to your wife or other dependents.

The table on page 72 shows the basic allowance for quarters—and the additional minimum contribution required from you according to pay grades.

How to Apply

An allotment is not granted automatically. That is, you just can't inform the personnel officer that you are married and then expect your wife to receive an allotment check. You must make an application and register an allotment, and in doing so, there are certain conditions which you and your dependents must fulfill.

You'll be given an application form which you must fill out, giving identifying information concerning yourself, your dependents' relationship, and their dependency upon you.

If there is any doubt in the mind of the disbursing officer as to the eligibility of your dependents, he may withhold credit and consequently, you will not be able to register the "Q" allotment for your dependents. If this is your case, then—pending a determination as to your dependents' eligibility—you may register the appropriate "D" allotment (a "D" allotment is one in which the entire contribution is made by yourself—there is no cost to the government) from your pay for these dependents.

In the case of your parents or children over 21 years of age, since credit for basic allowances for quarters cannot be given until the application is approved, a voluntary allotment must be registered. The amount of this allotment must be at least equal to the minimum

required contribution you must make to "Q" allotment.

There are certain conditions under which exceptions are made to the requirement that an allotment be registered before being given BAQ credit.

- The month in which you are assigned to quarters for your dependents and the month in which such assignments terminated. BAQ is not paid when government quarters are provided your dependents.

- The month in which you are discharged, providing you do not immediately reenlist.

- The month in which you enter on active duty in a pay status if the allotment is effective for the following month.

- The month in which you are released from active duty.

- The month in which the required degree of dependency ceases.

- The month in which dependency commences providing you have an allotment effective from the following month.

- In the event of your death, the month in which death occurs.

These Dependents Are Eligible

For the purpose of determining entitlement to basic allowance for quarters, the term "dependent" is specifically limited to certain individuals under certain conditions. These dependents are:

- A lawful wife. A marriage is lawful only if both parties were eligible to marry on the date of marriage.

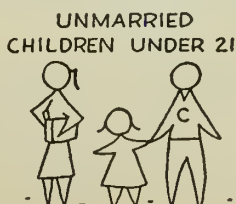
Many states have decrees which require a second final decree or a waiting period before the divorce is final. Some divorce decrees require a waiting period before remarriage is permitted either within the state where the decree is obtained or outside the state. Therefore, you should be very careful that you do not remarry after divorce until you are absolutely sure that



your divorce has effectively dissolved your previous marriage. (The above applies to your wife's previous marriage also.)

- Unmarried legitimate children under 21 years of age. The dependency of such a child under 21 years of age of an enlisted Navyman is presumed and does not have to be proven. If you are divorced, although there may be nothing in your divorce decree stating as much, you as a Navyman are obligated to support your minor children. (Since the "Q" allotment requirement does not apply to officers, a divorced officer must prove that he is supporting his minor children.)

- Legitimate stepchildren who are unmarried and under 21 years of age. These children must be in fact



dependent upon you for their support.

- Adopted children who are unmarried and under 21 years of age. These children become eligible dependents only when appropriate action has been taken by a civil court of competent jurisdiction to permit adoption by you. The dependency of a legally adopted unmarried minor child of an enlisted Navyman is presumed.

- Unmarried, legitimate children over 21 years of age who are incapable of self-support because of being mentally or physically incapacitated, and who are dependent upon you for more than one half of their support. It is not necessary that they be members of your household.

- Natural parents, provided they are actually dependent upon you *for more than one half of their support*. If the parent or parents claimed have an income from some other source, outside of charitable sources, such income being in excess of one half the expenses of such parent or parents, you will not be considered to have provided over one half support even though you have contributed to more than one half the expenses.

- Any person (including stepparents, former stepparents, or parents by adoption) who has acted as a parent for a continuous period of five years during your minority, provided such person is dependent upon you for at least over one half of his or her support.

Requirements of Your Dependents

As a rule, your wife will have no responsibilities in connection with your application for the "Q" allotment. However, if she has been previously married, she *may* be required to submit to the Bureau of Naval Personnel evidence of the dissolution of her previous marriage, and, in certain cases, evidence of her marriage to you.

If your wife has children by previous marriage for whom you have applied for BAQ, she will be required to submit birth certificates for these children. In addi-

allotments

tion, an affidavit (known as "The Dependency Claim Form for Allowance for Adopted Children, Step-children, and Unmarried Legitimate Children over Twenty-one Years of Age"—NavPers 3004) will be sent to her by BuPers for completion. This affidavit concerns the amount of support, if any, being received by her for the support of these children from other sources.

If you have adopted children, you or your wife will be required to submit documentary evidence of such adoption and also to submit the affidavit described above.

If you have unmarried children over 21 years of age who are dependent upon you because of their mental or physical disability, the affidavit described above will be required from your wife or the custodian of such children. Further, it will be necessary for medical evidence of the disability of these children to be submitted.

If your wife needs help in obtaining any documents or information concerning them, she may ask the local Home Service Chapter of the American Red Cross, a

be certified or photostatic copies. You should make it a point to keep the originals of all documents. You may need them again.

Parents, or any person who has stood in a similar relationship, have very definite requirements to meet. An affidavit known as the "Parent's Dependency Affidavit" (DD Form 137A) will be sent to them by the Bureau of Naval Personnel for completion. The Dependent Assistance Act specifically requires that the dependency of a father or mother must be determined on the basis of an affidavit submitted by them.

It is your responsibility to stress the importance of this form to your parents, as carelessness or inaccuracy in filling it out will result in delay and possibly may result in the disapproval of the application.

If your parents need any help in preparing any of these affidavits or forms, they, too, should seek the assistance of the same agencies and organizations as those suggested for your wife.

First Allotment Check

It is important that you remember that your family will *not* receive an allotment check immediately after application is made. An allotment check is not mailed until the first of the month following the month for which it was payable.

UNMARRIED HANDICAPPED
CHILDREN OVER 21



PARENTS



LEGAL GUARDIANS



HUSBAND



local branch of the Navy Relief Society, the local welfare agencies (private and public), the local Legal Aid Society, Clerks of Court, and the Bureau of Vital Statistics for help. All documents submitted (with the exception of naturalization papers—see page 68) should

Stated more directly, this means that if you apply for your wife's "Q" allotment say, in March, the first contribution from your basic pay would be in April. And your wife's first allotment check would be mailed in May.

Your parents' full "Q" allotment *cannot* be mailed until your application, your parents' affidavit, and other information which may be requested have been examined and a determination made that your parents are eligible dependents.

Generally speaking, the minimum time for the "Q" Allotments to wives and children and any "D" allotments to be paid would be five to eight weeks after application. The minimum time for the full "Q" allotment check to parents would be three months after application.

Cancellation

You or your dependents have the responsibility of notifying the disbursing officer, or BuPers, when entitlement to this allowance has ended as a result of change in status, as, for example:

- Upon death of a dependent, or when the required degree of dependency comes to an end, upon the divorce from wife or husband, or annulment, or marriage, or when your child reaches the age of 21 or becomes married.

If in active service, and you are officially determined to be missing, missing in action, interned in a neutral country, captured by an enemy, beleaguered or besieged, your pay and allowance will be continued at the same rate. Naturally, entitlement to pay and allowances ends at your death.

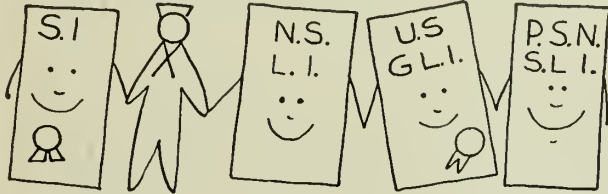


\$10,000 Free Servicemen's Indemnity Is One of Several Insurance Plans Provided to Protect Your Dependents

MOST NAVYMEN recognize the importance and value of life insurance. It is the surest and safest means of guaranteeing the future in terms of money to themselves or to their dependents at the time when they will need it the most.

You'll be happy to know that each member of the naval service is covered by either the *Servicemen's Indemnity*, *National Service Life Insurance* (NSLI) or *United States Government Life Insurance* (USGLI). The extent to which each Navyman on active duty is insured by one or more (or a combination) of the above is \$10,000. And he may be insured for this amount at *no cost* to himself, through the Servicemen's Indemnity.

All of these are systems of "government insurance," but they are entirely separate policies. NSLI (insurance that started in World War II) and USGLI (insurance that was in effect in World War I and after) are each supported by an independent fund consisting of premium payments and the earnings received on these payments. Both funds are held in the U. S. Treasury. Under the Servicemen's Indemnity, all liabilities are paid from an appropriation which is held in the U. S. Treasury known as the "Servicemen's Indemnity Appropriation." The payments from this appropriation are made in accordance with laws established by Congress



and administered by the Administrator of Veterans Affairs.

Servicemen's Indemnity

Passage of the Servicemen's Indemnity and Insurance Act of 1951 (Public Law 23, 82nd Congress) brought about a fundamental change in government insurance for service personnel. It prohibited *further* issuance of USGLI and NSLI to personnel on active duty (although men already having this insurance could retain it) and in their place provided for a **FREE indemnity** in the maximum amount of \$10,000 for all servicemen. This indemnity is payable to your survivors in the event that you should die while on active duty or within 120 days after your separation from active service.

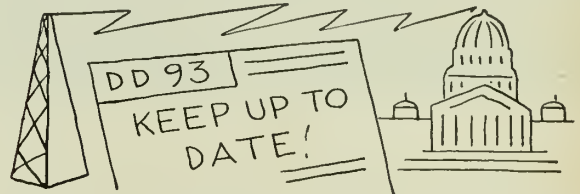
The indemnity is paid in 120 equal monthly installments at the rate of \$9.29 per \$1000 (\$92.90 for maximum coverage) and is limited to the following beneficiaries:

- Wife or husband.
- Child or children, including a stepchild, adopted child or an illegitimate child, if the latter was designated by you as a beneficiary.
- Parent, including stepparent, parent by adoption, or any person who acted as your parent for a year or

more before you entered on active duty. Unless it is otherwise designated, the word "parent" would be considered to be the person who last bore that relationship to you.

- Brother or sister, including those of half-blood and those through adoption.

You may name any one of these relatives as your beneficiary on your DD Form 93 (Record of Emer-



gency Data) but if you do not designate a specific person the indemnity will be paid to the persons in the order listed above. It is important therefore, that you carefully and accurately fill out your DD Form 93 so that this payment may be made promptly to the survivor of your choice. If you decide that you wish to change your beneficiary a new DD Form 93 should be filled out.

The Servicemen's Indemnity doesn't interfere with your rights under other insurance contracts that may have been issued before 25 Apr 1951 (the date of enactment of the Servicemen's Indemnity and Insurance Acts of 1951). If a Navyman is insured under NSLI or USGLI in an amount less than \$10,000 the difference between the face value of the policy and \$10,000 is made up by the indemnity. For example, if you had a \$5000 NSLI policy in force at the time of your death, your beneficiary will be protected by \$5000 NSLI and \$5000 free indemnity.

In other words, the maximum amount that you can be insured for under any of these three insurance programs, or a combination of them, is \$10,000. At the



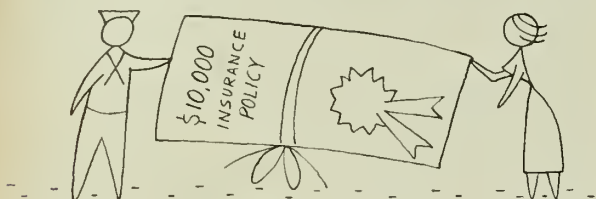
insurance

same time the minimum amount for which a serviceman on active duty is insured is \$10,000 also.

National Service Life Insurance

Many Navymen now hold NSLI contracts. These men have certain privileges with regard to their insurance under the provisions of the Servicemen's Indemnity and Insurance Acts of 1951. They may:

- Continue to keep their insurance in force by paying the premiums as they have in the past and continu-



ing to receive dividends.

- Continue to keep their insurance in force by "waiving" all premiums on a Five-Year Level Premium Term or by waiving that portion of any insurance premium that represents the cost of the pure insurance risk. This means that during the period the waiver is in effect the policy will earn no dividends.

- Cash surrender their permanent NSLI insurance (if they have permanent type insurance) and be protected under the indemnity with the option to reinstate the policy surrendered or make application for new insurance after they are separated from the service.

For more information on whether to waive or not to waive premiums, see the section on this subject below.

If you are insured under NSLI, you have the right to change your beneficiary at any time. However, in order for a change of beneficiary to be effective a written notice must be signed by you, dated and forwarded to the Veterans Administration office maintaining your NSLI record. This notice should contain sufficient information to identify you, so be sure to list your full name, certificate number if available, your rank or rating and your service or file number.

Wherever practicable this notice should be made on a VA Form 9-336, obtained from the Veterans Administration or your Insurance Officer.

United States Government Life Insurance

If you have a U. S. Government Life Insurance Policy in force, you have the same privileges with regard to your insurance under the Servicemen's Indemnity and Insurance Acts of 1951 as those listed above for the holders of NSLI.

Navymen insured under USGLI policies also have the right to change their beneficiary at any time. A change of beneficiary may be made in the same man-

ner as mentioned above for NSLI policy holders except that VA Insurance Form 9-724 should be used. In any event, if you want to change your beneficiary, consult the Insurance Officer in your ship or station.

To Waive or Not to Waive Premiums

Quite a few Navymen have been in doubt as to whether or not they should waive premiums on their government life insurance policies (NSLI or USGLI) under the provisions of the Servicemen's Indemnity and Insurance Acts of 1951.

The privilege of "waiving" all or a part of one's insurance premiums has been established to equalize the situation between those who are covered by the free indemnity and thus pay no premiums, and those who hold NSLI or USGLI policies and have been paying premiums.

First we must understand what it means to "waive" insurance premiums. If you have a *term* insurance policy you may waive the entire premium. This means you will pay *no premiums while on active duty*, although your policy will continue to be in effect. If you have a *permanent* plan policy, you may waive the "pure insurance risk" portion of your premiums—you do not pay that portion of the premium which is to insure your life from month to month, as differentiated from the remaining portion of the premium you must pay



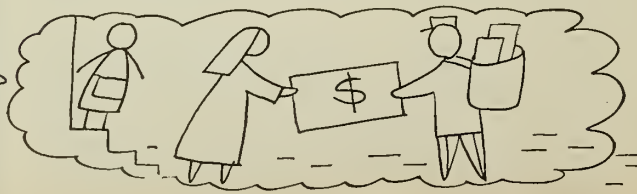
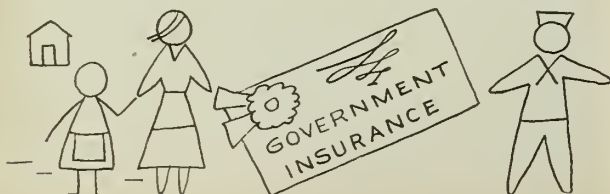
into the reserve or "investment" portion of the policy. In either case, after release from active duty, you would resume paying the regular premium. Waiving *does not* mean the same thing as surrendering—when you surrender a policy, you give it up completely. *No dividends will be paid, however, while a waiver is in effect.*

Some of the pros and cons on waiving premiums are discussed in *ALL HANDS*, January 1952, p. 49. Here is a brief summary on the subject:

- All personnel who hold *term insurance policies* are advised to waive the premiums while on active duty. They can resume paying their *term* insurance premiums within 120 days after release from active duty.

The following applies only to *permanent plan insurance* policy holders:

- According to the Veterans Administration, a *World War I (USGLI) policy*—issued at the younger age rates—that has been in force for, say, 10 years or more, will probably best serve the holder if regular premiums are continued and dividends are received.



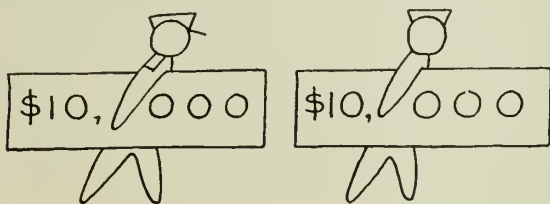


• On *National Service Life Insurance permanent plan policies*, the decision is often close but the VA says that in most cases the waiver will be preferable.

Because of the several factors involved, a separate determination must be made in each individual case. Permanent plan policy holders may:

(1) Surrender the policy for cash and remain covered for \$10,000 under the indemnity or

(2) Apply for a waiver of the "pure insurance risk" portion of the premium (the amount paid to insure one's life from month to month as differentiated from that paid into the reserve) or



(3) Continue to pay the present premiums and receive dividends if and when dividends are declared.

What are the advantages of *waiving* your premiums under (2) above?

If the insured decides to retain his policy but waive the "pure insurance risk" portion of his premiums, his policy will be *continued in force* while on active duty, the cash value will continue to grow and—at the time of his release from active duty—he could resume payment of the full premiums at the same rate as when he first converted his policy. In case of death, his beneficiary would be paid under the terms of the policy, not the indemnity. (In cases where the insurance is less than \$10,000 the beneficiary of the insured is sure of receiving an amount of the indemnity to bring the total up to \$10,000.) *The insured Navyman will not receive any dividends, however, during the waiver period.*

Now we come to the question presented in (3) above. This is where the decision to waive or to continue to pay the full premium is determined. If you execute a waiver, you don't collect your annual divi-

dend for the period the waiver is in effect. But if your dividend is less than the amount you would save by waiving (that is, not paying) the "pure insurance risk" portion of your premiums, then, obviously, it would pay you to execute the waiver.

How do you figure whether you save by waiving? To answer this question you must first know: (1) what your annual dividend is; (2) then you must find the amount of your "pure insurance risk;" and (3) which is greater.

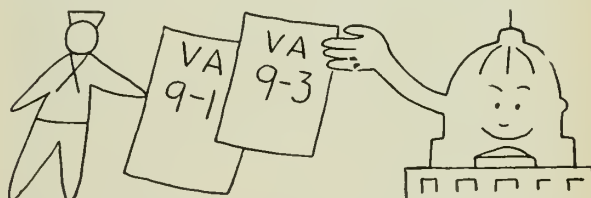
Each case is different. Therefore, if you're not sure about waiving, do one of the following: see your Insurance Officer, check with a VA branch office, or read the January 1952 ALL HANDS article that contains tables that will show you how you stand.

Post-Service National Service Life Insurance

Any Navyman protected under the provisions of the Servicemen's Indemnity and Insurance Acts of 1951 may, *within 120 days* following his separation from active service, apply for insurance on the Five-Year Level Premium Term Plan. This insurance is renewable, non-participating (no dividends), but not convertible to any form of permanent insurance.

There are many excellent insurance policies offered by commercial companies which could be used to great advantage in rounding out your insurance program. However, you should consult your Insurance Officer for counseling so that you may become familiar with the type of policy offered to you.

Further information may be obtained from the



Veterans Administration, Washington 25, D. C., or through any Veterans Administration field station. For information concerning USGLI, ask for VA Pamphlet 9-1; for information regarding NSLI and Servicemen's Indemnity, ask for VA Pamphlet 9-3. Both pamphlets include premium rates.

housing

Pointers on Living Conditions and Housing Facilities for Navymen; 80,000 Housing Units Are Currently Provided in the Navy Community

THE NAVY'S FAMILY HOUSING program embraces more than 80,000 public quarters, government rental units and government-insured privately financed units. It may be divided into three broad categories, based upon the facilities available and the financial arrangements you may make:

- **Public Quarters** — This is government-owned or government-controlled housing administered by the Navy and occupied without payment of a cash rent. If you occupy this type of housing, you surrender in full your basic allowance for quarters (BAQ), but on the other hand, you have no further expenses to pay for your housing. It is available to both officers and enlisted personnel.

If you are an officer and report for duty at a permanent activity where public quarters are available, you will be assigned quarters designated by the commanding officer of your new activity. Quarters may include utilities and furniture.

Your quarters will contain the number of rooms prescribed by law for an officer of your rank. An ensign



or warrant officer, for example, is usually provided with two rooms; a lieutenant (junior grade), three rooms; a lieutenant, four rooms; a lieutenant commander, five rooms; a commander, six rooms; a captain, seven rooms; and additional rooms for the higher ranks.

However, this rule is often modified by circumstances. A lesser number of rooms, for example, might be assigned by the commanding officer because of the limited quarters available. As a rule, due consideration is given to the suitability of the quarters for the officer concerned, his position in the organization and his grade, as well as the size of his family.

When public quarters for married enlisted men are available, assignment is made by the commanding officer, who bases his decision upon the number of dependents, and other considerations.

If you are a married enlisted man and are not furnished family public quarters (if you are entitled to such quarters) you will be provided with accommodations for yourself in barracks or a receiving station and will be paid your allowance in lieu of such family quar-

ters. A discussion of entitlement to basic allowance for quarters will be found on pages 6-8.

When government quarters are first assigned, the housing officer of the command having cognizance over the quarters originates your agreement to surrender your basic allowance by forwarding a DD Form 114 in triplicate to your commanding officer. The CO then forwards the original and duplicate of this form to the disbursing officer having custody of your pay record and the necessary pay record adjustments are made.

- **Title VIII Housing** — This is privately financed and privately operated and controlled rental housing that has been constructed under the Federal Housing Administration insured mortgage program. The provisions for such housing are contained in Title VIII of the National Housing Act—That's where this housing gets its name.

Public Law 211, 81st Congress, which amended the National Housing Act by adding Title VIII, was enacted to encourage construction of rental housing on or in areas adjacent to Navy, Marine Corps, Army and Air Force installations.

First preference for occupancy in Title VIII housing is given to officers and enlisted personnel with families who are assigned to permanent shore duty, including those men assigned to station or district craft and vessels of the inactive fleets, and personnel assigned to headquarters of Fleet units located on shore.

The rental allowances of the various officer ranks and enlisted ratings have been taken into consideration in the provision of Title VIII housing, in order that rents will be within the means of military personnel.

Navy Title VIII housing is available at many activities in the United States and Hawaii. In Alaska and Guam, housing projects constructed under other titles of the National Housing Act are available.

- **Rental Housing** — This is Navy-owned and operated housing for which the Navyman pays a stipulated amount as rent without forfeiture of his quarters allowance. The primary distinction between rental housing and public quarters is the basis upon which the occupancy of government space is held. In the case of rental housing, occupancy is established on the basis of a landlord-tenant relationship involving payment of a specified amount and a contractual agreement between the government and the Navyman, which gives the Navyman the same rights in the property rented that he would have if he were renting from a private owner. (In the case of public quarters, discussed above, the occupant has possession on a strictly "permissive



basis"; he has no contract and his housing is at the sole option of the government.)

The Navy manages government rental housing for Navy personnel. The commanding officer sets up a local housing organization the size of which depends on the number of rental housing units, the locations and concentrations of housing at his activity, and the availability of personnel and funds. Each prospective tenant for rental housing must file a Navy Rental Housing Projects Application (NavDocks Form 530) through his unit commander or directly to the housing management as prescribed by the CO of the activity.

There are usually waiting lists for each type and size of unit, established and maintained by the project housing office. Your position on a waiting list is usually determined by the *date of your application*.



In areas where housing shortages exist and you find it necessary to look for housing on your own, it is advisable to consult your Legal Assistance Officer before signing a lease or contract.

From time to time the housing situation will change, but always in the form of improvements. For example, in recent months the Navy's Seabees have built 2400 new units on Guam, Guantanamo, Cuba, Kwajalein Island, and Sangley Point in the Philippines. These new units have replaced quonset huts and similar substandard housing formerly used to house married men and their families.

Navy Community Life

Wherever you live you'll find that Navy life is a "community affair" and you are an important part of it. There are recreation, social and cultural activities sponsored by the Navy to bring Navy families together. Picnics, street-dances, card parties, athletic events, garden club contests, scouting competitions and hikes, concerts, movies, lectures and other kinds of events lead toward the enrichment of Navy life.

You will find that everyone in the "community" is anxious to be your friend and be a part of the big Navy

family. In housing projects where Navy families live, Navymen are conscious of this and know that if they "fall down" it reflects on the whole community. Keeping your quarters in shipshape condition is one of the best contributions to community life that you can give. Every Navy community has a place where you can obtain lawn mowers, garden equipment, rakes, etc. There is regular garbage and trash pick up, too. Remember, the Navy can find you a house but it is still up to you to make it a home.

Info On Overseas Living Conditions

If you plan to take your family with you when going to an overseas station, you should investigate the living conditions in that area before leaving the United States. A pamphlet entitled "Overseas Transportation Information for Navy Dependents" (NavPers 15842) may be requested from the Bureau of Naval Personnel. Pamphlets which give a general idea about the living conditions (shelter, schools, transportation, stores, required clothing, food, etc.) for various foreign locations may also be obtained from the same source.

Here is a complete list of pamphlets available on living conditions at overseas stations, large and small. Personnel can get the latest information on living conditions and various other compiled information, including NavPers 15842, by addressing a request to the Chief of Naval Personnel (Attn: Pers G212), Navy Department, Washington 25, D. C., for one copy of the appropriate pamphlet.

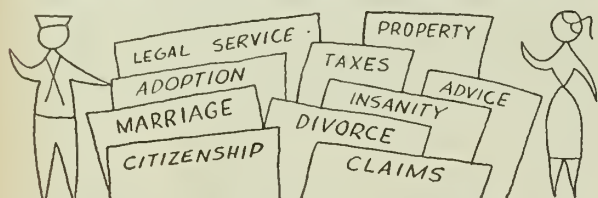
Alaska (Adak and Kodiak)	Guam and Saipan
Azores	Hawaii
Bermuda	Iceland
Brazil	Italy (Rome and Naples) *
Bahrein Islands, Saudi Arabia	Japan
Trinidad, British West Indies	
Cuba (Guantanamo Bay)	Kwajalein
France (including Paris)	Midway Island
French Riviera	Argentina, Newfoundland
(Staff, Sixth Fleet)	
Port Lyautey, French Morocco	Panama Canal Zone
Formosa	Philippine Islands
Germany	Puerto Rico
London, England	Tripoli, Libya
Greece (Athens)	Turkey



assistance available

Here Are Services Offered To Every Navyman To Aid You, Your Family During Your Career

THE NAVY HAS LONG recognized that a man who is worried about his personal problems cannot be an effective member of a military organization—or any other. That's one of the reasons why, when you run into personal trouble, you'll find a number of experts available to help you. It's good business for the Navy, and it helps you. Listed below are some of the services



and assistance which you may receive from the Navy and other sources. Each is well qualified to aid you.

Your Navy Chaplain

The fact that Navy chaplains are clergymen in uniform makes them naturally concerned for all personal problems of military personnel and their dependents. Navy chaplains are not only ready to accept the traditional practice of "take your trouble to the chaplain," but also work to bring the comfort, courage, and faith into people's lives which is the fruit of a religious belief.

When a difficulty arises, the chaplain, in addition to providing spiritual assistance, will refer you to the specialists capable of meeting your specific problem. The ministrations you receive from your home church are continued by your chaplain; the Sacraments of the Church, visits, counsel, assistance in emergency, instruction in living, help at time of sickness or death. He is concerned and interested in you both in times of trouble and when there is smooth sailing.

Examples of some of the services rendered by these clergymen in uniform are:

The chaplain is available to perform marriage ceremonies. If you are planning marriage, it is advisable for you to confer with the chaplain in advance.

The chaplain is the personal representative of every Navy and Marine Corps family, in spiritual matters. At times, and upon invitation, of course, he will visit your home. He can give counsel and advice to the widows and parents in case of a Navyman's death, and is available to conduct appropriate funeral services for Navy-men (active and retired) and for their dependents.

It goes without saying that the chaplain's primary duty is religious.

Navy's Legal Assistance Program

The purpose of the Legal Assistance Program of the Navy is to interview, advise and assist Navy-men who have personal legal problems, and in certain cases, to refer them to competent attorneys acting in cooperation with the American Bar Association, state and local bar associations and legal aid organizations.

The Navy has established billets for Legal Assistance Officers who are naval officers. Each Legal Assistance Officer is also a member of the bar of a state, territory,

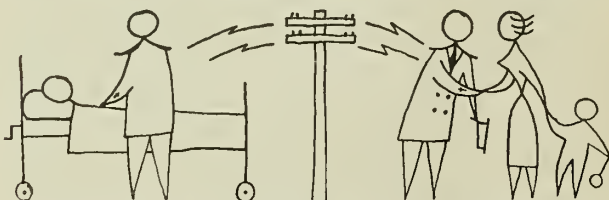
or the District of Columbia. Legal Assistance Offices are established at naval district headquarters, navy yards, naval stations, Marine Corps bases, Marine barracks and other naval activities where qualified lawyers are available. Legal Assistance Officers or Acting LAOs are also usually appointed on ships or stations having complements of more than 1000.

For smaller ships or stations, where the services of an LAO is considered advisable by the commanding officer, and there is no licensed attorney on board, a naval officer may be assigned collateral duty as *acting* Legal Assistance Officer. The Acting LOA can arrange for legal services, but is himself forbidden to give such advice or service.

Heres' a point to remember. If you need legal advice, you may call in person for an interview with your Legal Assistance Officer without going through any chain of command. If you do not know where to find him, your personnel officer or chaplain can tell you.

All matters upon which you may consult your Legal Assistance Officer are treated confidentially. It is a strict rule that such confidential matters will not be disclosed by personnel of the legal office to *anyone*, except upon your specific permission—and that such disclosures may not lawfully be ordered by any superior naval authority.

The Judge Advocate General requires observance of this rule as essential to establishing confidence of naval personnel in the integrity of the Legal Assistance Program. All persons, regardless of rank or rate, are assured that they may disclose frankly and completely the material facts of their legal matters without fear that



such confidences will be disclosed or used against them.

• **How the LAO Can Help** — The type of cases which Legal Assistance Officers can handle for you include the drawing of wills, powers of attorney, deeds, affidavits, contracts and many other documents. Matters relating to automobile sales and licenses, and cases where a landlord may be attempting to evict your family during your absence and similar troubles are legitimate reasons for dropping in to see your LAO.

Legal Assistance Officers also deal with cases of transfer of property, questions of marriage and divorce, adoption of children, administration of estates, insurance, citizenship, insanity, taxation, personal injury and various cases in which the Soldiers' and Sailors' Civil Relief Act of 1940 may be invoked for the protection of service personnel or their families.

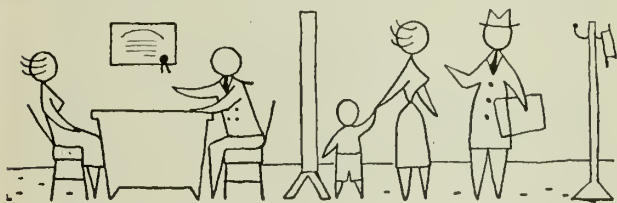
Navy-men may also go to see an LAO of another service. For example, a sailor on leave in the Midwest, who has a legal problem, may drop in to see the LAO

at an Air Force or Army base near his home town. Dependents (of active duty Armed Forces personnel) are also eligible to use the services of a Legal Assistance Officer of any branch of the Armed Forces.

It should be clearly understood, however, that Navy Legal Assistance Officers are not permitted to represent you as counsel, or appear in person, or by pleadings, in or before civil courts, boards or commissions, but this is not to be construed in such a way as to interfere with the present practice of naval officers who appear in police or criminal courts as legal representatives of the commandant or commanding officer where naval personnel may be involved.

Since Legal Assistance Officers cannot appear in court as counsel, and obviously cannot deal personally with problems arising in every locality in the U. S., provisions have been made for handling such cases. The American Bar Associations' Committee on Legal Services to the Armed Forces was organized in 1941 to provide just such help.

Legal Assistance Officers, of course, are not permitted to accept any fee. Fees, however, may be charged by members of the civilian bar in cases referred to them by the LAOs through the state or local committee. Usually, when such fees are charged, they are relatively low—usually the minimum standard or less for the particular case, with consideration being shown to the servicemen's ability to pay.



LAOs do not handle matters which should, in their judgment, be handled by private counsel. LAOs are also constantly warned against handling questions of family allowance, matters involving transportation of dependents, complaints of non-support and similar cases. Such matters should be referred by you to the appropriate bureau or office.

In no case will a Legal Assistance Officer act as a collection agency or lend his aid to defeat fair collection or legal enforcement of any just debt or obligation.

The Navy Relief Society

The Navy Relief Society is a private organization, supported entirely by private funds, which assists Navy men and Marines and their families in "times of need." It is not an official part of the Navy but is closely affiliated with it and operates exclusively in the field of relieving emergency distress among naval personnel and their dependents. While its assistance is not a benefit or right, it is the Navy's own organization for taking care of its own people, is manned largely by naval personnel, and is supported by the contributions of those in the naval service.

In order to insure that all requests are handled equally, definite policies and practices have been developed. Basic to these is the fundamental concept that Navy men are normally independent, self-reliant and self-supporting people, but due to the nature of service life with its many changes they are subject to a greater extent than persons in civilian life to unforeseen

problems. It is in these situations that the Society is intended and stands ready to relieve. Its services are available to all personnel, both regular and reserve on active duty (other than training duty), to retired personnel and to the dependents of those whose death occurred while in the service. There should be no hesitancy in seeking its aid in time of real trouble.

Assistance may be in the form of financial aid, which may be given as a loan (no interest is ever charged), grant or combination. Non-financial services are also provided.

The work of the Society is decentralized among 47 auxiliaries and 55 branches. Auxiliaries are located at the Headquarters of the naval districts, at the larger naval stations, at the larger Marine Corps posts and stations, and at the centers where naval families congregate. Branches are located at smaller stations within reasonable distance to the larger ones. All of these auxiliaries and branches maintain offices which are easy to reach and are open during normal working hours. In cases of necessity some of the staff can usually be reached at night.

If an auxiliary or branch is not available, write or telegraph requests to: Headquarters, Navy Relief Society, c/o Navy Department, Washington 25, D. C.

If the need is immediate and urgent, written or telegraph requests should be processed through the local chapter of the American Red Cross, who will assist in insuring that sufficient information is included. The Red Cross chapter may also be helpful in arrangements for medical care, hospitalization, etc.

Detailed information on assistance and services available from the Navy Relief Society are given in BuPers Inst. 1747.1.

The American Red Cross

The American Red Cross is a private organization supported by contributions. Here are the services performed by the Red Cross for you:

- Counseling with patients and their families and dependents on personal and family problems.
- Financial assistance to servicemen and their families and dependents in emergencies.
- Communicating between patients and their families and obtaining information on home and medical conditions for military authorities.



assistance available

- Providing information to patients and their families concerning federal and state benefits to which they are entitled while they are in service and upon discharge.
- Referral of patients and families to specialized agencies which provide such services as legal aid, employment, medical care and child welfare.
- Providing recreational activities for patients in hospitals.
- Assisting relatives who visit patients in military installations.
- Furnishing comfort supplies to military patients.



- Furnishing health and safety services at military installations, such as water safety, first aid, home nursing and nutrition.
- Cooperation with the military establishment in the conduct of a national blood program to secure donations of whole blood and to provide whole blood and blood derivatives for military hospitals as needed.

In time of war the Red Cross undertakes additional responsibilities including assisting POWs and acting as their intermediaries, setting up and operating recreational activities.

Navy Mutual Aid Association

The Navy Mutual Aid Association is a non-profit association established in 1879, under the auspices of the Secretary of the Navy, for the purpose of providing immediate aid to the dependents of deceased officer personnel in the form of a substantial cash payment wired or cabled anywhere in the world, and in securing pension and other benefits for the dependents of its members.

Membership is open to Regular and Reserve officers of the Navy, Marine Corps and Coast Guard who are not more than 45½ years of age. Reserve officers must be on active duty at the time of entrance into the Association and must have one year's continuous active service or one year or more of obligated service at time application is submitted. The benefits of the Association

are available when members retire, resign or are in an inactive status.

The Association acts promptly upon receipt of the official notice of a member's death (\$1000 is sent immediately without waiting for proof of death so the dependents are not left stranded without funds) furnishing forms and assisting the surviving dependents in the preparation, submission and follow-up of government claims.

There are also numerous services for its members. For example, membership in the Navy Mutual Aid Association entitles a member to obtain quick loan service anywhere in the world, provides a central depository for valuable documents and free photostatic service. In addition, members are kept up to date on changes in government benefits and other important information through the association's annual report.

The premiums for the \$7500 benefit vary with the age of the member and become fully paid-up at age 60, 65, 70 or 75 depending on the plan selected. The Association pays a terminal dividend of \$500 in addition to the \$7,500 at the present time. For example, a man joining the Association at age 23 pays \$10.35 a month and his payments stop at age 60. In the event of death, his beneficiary would be paid \$7,500 plus the terminal dividend of \$500.

Interested persons may direct their inquiries to the Navy Mutual Aid Association, Navy Department, Washington 25, D. C.

Navy Wives' Club

The Navy Wives Clubs of America is a group that has been especially organized for the Navy wife. It has 43 active clubs throughout the U. S. and in overseas locations including Alaska, Hawaii, Puerto Rico, French Morocco and the Philippines, and several with charters pending.

Membership in the NWCA is composed chiefly of



wives of enlisted men serving in the U. S. Navy, Coast Guard and Marine Corps and in their Reserve components. Other members are wives of EMs who have been honorably discharged or are retired or in the Fleet Reserve, and women who are friendly to and interested in the cause of furthering such an organization of mutual assistance and social welfare.

Activities of the Navy Wives Clubs are many, including beneficial and social undertakings. The NWCA also sponsors a special college scholarship fund for sons and daughters of enlisted personnel. The scholarship is an outright grant of at least \$250 per academic year for the candidate selected. To be eligible, the applicant must be the child, legally adopted child or stepchild of an enlisted man of the Navy, Marine Corps, or Coast Guard on active duty or retired with pay (see page 42).

The Navy Wives Club members also provide assistance. NAVY WIVES get together in Japan to chat with Mrs. Albert Pratt (center) wife of Assistant SecNav for Personnel.



ance to Navy Chaplains, assist in YMCA programs for servicemen, participate in the National blood donor program and in Navy Relief Society affairs. On the social side, the local chapters hold dances, picnics, and similar activities.

If no local chapter exists in the area in which you now live and your wife is interested in establishing such a chapter, she may find help in its organization by addressing a request to the Chief of Naval Personnel (Attn: Pers G212), Washington 25, D. C.

Other Organizations

There are a number of organizations and government agencies which will assist your family upon your death. Following is a brief discussion of the services of some of these agencies:

- **Veterans Administration** — Handles compensation for service-connected death and pension for nonservice-connected death. The VA is responsible for burial flags for dependents of personnel buried outside the continental U. S. It administers USGLI and NSLI insurance as well as the Servicemen's Indemnity. The VA maintains hospitals for care of veterans who cannot afford to pay for hospital treatment. VA Regional Offices are located in many large cities.

- **Veteran Organizations** — The American Legion, Veterans of Foreign Wars (VFW), American Veterans of World War II (Amvets) Fleet Reserve Association and certain other veterans' organizations will assist survivors in obtaining various benefits, by providing information and helping process claims.

- **State Veterans Commissions** — Most states maintain veterans' agencies (usually called State Veterans Commissions) which supervise veterans' programs. They can help with federal employment assistance, state bonuses—if any, educational assistance, land settlement preference and other benefits.

- **BuPers Casualty Branch** — Makes official notification of death. Forwards to the person believed to have entitlement, as indicated from official records, the forms on which to apply for the six months' death gratuity, arrears of pay and data concerning other benefits which may be payable. Provides next-of-kin with statement of naval service of the deceased which may be submitted to the Social Security Administration and other agencies as proof of service. Certifies payment of death gratuity. Provides copies of "Certification of Casualty" to government agencies administering various benefits. Notifies commercial insurance firms (if listed on DD Form 93) of the casualty. Inquiries should be sent to the Chief of Naval Personnel (Attn: Pers G23), Navy Department, Washington 25, D. C.

Emergency Leave and Transfer and Assignment for Humanitarian Reasons

The Navy recognizes that there are occasions when a personal problem cannot be solved in your present duty status and will give consideration to individual requests for the following:

- Emergency leave may be granted by your com-



manding officer when home conditions require your immediate presence; or

- Reassignment for humanitarian or hardship reasons, when home conditions constitute an undue hardship not normally encountered by other members of the naval service and your presence is necessary to alleviate the hardship. This assignment may be for transfer from fleet to fleet, sea to shore, shore to shore, shore to sea, temporary or permanent. Normally a temporary assignment to shore duty is for a period not to exceed four months.

- When leave has already been granted to meet an urgent situation and it is probable that your remaining time will not be sufficient, you may submit a request for an extension of leave, or for a special humanitarian assignment to the Chief of Naval Personnel via the commanding officer of the naval activity nearest your leave address.

- In emergency cases, when temporary humanitarian assignment is insufficient, you may request an extension of your assignment accompanied by an explanation of the current situation. All requests for humanitarian assignment are carefully reviewed. In addition to the merits of your case, your service record, length of service and other extenuating circumstances are considered.

Detailed information on the procedures for transfer and assignment of enlisted personnel for humanitarian or hardship reasons are given in BuPers Inst. 1306.24A.

You may be assured that you will receive all possible assistance and guidance from your commanding officer in the preparation of humanitarian requests.

Hardship or Dependency Discharge

Requests for hardship or dependency discharge must be submitted in accordance with the provisions of the *Bureau of Naval Personnel Manual*, Article C-10308, and must be accompanied by affidavits which fully substantiate the dependency or hardship claim.

Additional information as to disposition of applications for separation for dependency or hardship reasons is given in BuPers Inst. 1910.8.



education and training

No Matter What Your Specialty, There Are Schools Or Courses Available to Help You in Your Career

THE DAY YOU ENTERED THE NAVY, whether as an enlisted man or officer, you may have thought that your school days were over. If you've been in the Navy more than 24 hours, you know better. Far from being the spot where education stops, the Navy is really where a man begins to learn.

From the day a Navyman enters boot camp or one of the officer procurement programs he finds that this modern day Navy provides some of the best programs and facilities for study that a man could ask for. He is constantly acquiring new knowledge and putting that knowledge to work.

If you are an enlisted man, you have means to study for each advancement. Officers have at their disposal schools and courses to qualify them in their various technical fields and for promotion.

At some time or another the chances are that orders will be issued sending you to one of the Navy's many schools that provide the highly trained technicians who make up today's sea service. For the enlisted men, these schools teach everything from baking to aviation electronics. Officers may take up postgraduate work or attend technical schools, within or outside the Navy.

Perhaps no other organization in the world has as many educational opportunities for the individual as the Navy, for in addition to the schools, there is a constant opportunity for self study through correspondence courses of many varieties. In addition, many activities arrange for college classes to be given on the base during off-duty hours.

Not only is the Navyman given the opportunity for education, but in many cases, so are his dependents.

For a brief round-up of educational facilities offered by the Navy, read on, and check also the section on paths to a commission, beginning on page 26.

Educational Opportunities for Enlisted Men

Your education starts the day you report to recruit training. That's when you begin learning about the Navy through such subjects as naval terminology, discipline and regulations. These may come from books, salty boatswain's mates or experience. No matter what their source, they may be listed as education for in a

few short weeks at the naval training center you undergo the transformation from civilian to sailor.

Upon reporting aboard ship your first assignment from your division PO is a study of the ship's organization chart and the watch, quarter and station bill. That starts you on your studies.

Within the next few weeks you learn details concerning your ship, your job, your duties and your new shipmates. Before long you have enough time in to go up for SN and you have to do a bit of studying for the examination. When that is behind you, it's time to decide just what rating you want to strike for and then start working toward the examination for third class.



Navy Training Courses

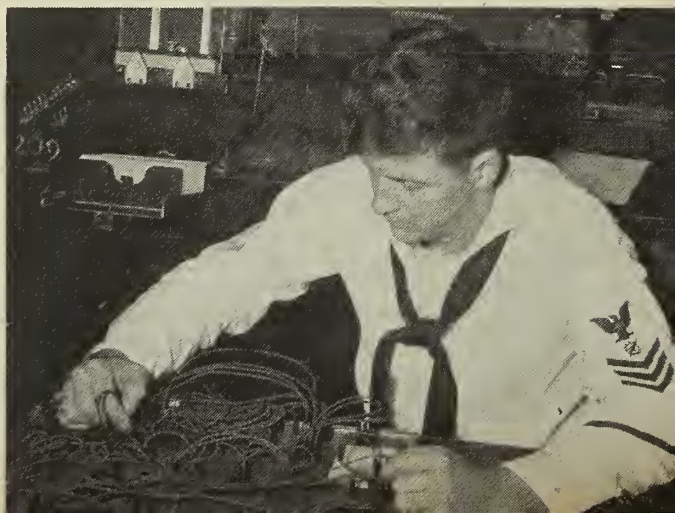
Along about this time you become acquainted with the Navy Training Courses. These are comprehensive, compact, paper-covered books which are designed to help you train for the rate that you are interested in. There are some 185 of these Navy Training Courses now printed, and BuPers maintains a group of writers and technical specialists to keep them up to date. These Navy Training Courses may also be studied in connection with Enlisted Correspondence Courses, which provide a "home-study" program enabling you to keep up with your rate (see below).

Naval Schools

Scattered throughout the Naval Establishment are numerous specialized schools and courses established to meet the constant demands for trained personnel in the many unique skills and occupations that make up the Navy.

There are many different types of these schools, which provide a range of courses from basic instructions to highly advanced work.

There are currently several hundred naval schools in



operation throughout the United States. This is a typical sampling of the schools and the subjects taught: Disbursing clerks, drivers, electronics, technicians, enginemen, opticalmen and instrumentmen, journalists, personnel men, radiomen, steelworkers, commissarymen, instructors, teletype maintenance, welding, deep sea divers, guided missiles, harbor defense, sonarmen, mine-men, hospital corpsmen, dental technicians, aviation machinist's mates, photographer's mates, aviation electronics technicians, aviation ordnancemen, and aviation electrician's mates.

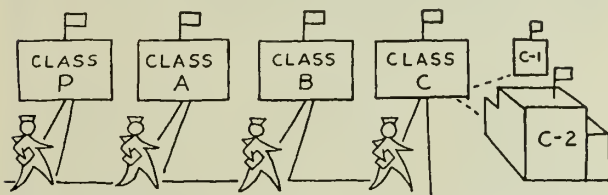
The naval schools are divided into several classes:

- **Class P Schools**—These schools are designed to conduct training at a preparatory level.

- **Class A Schools**—These schools and courses are, in general, designed to provide the basic technical knowledges and skills required to prepare personnel for the lower petty officer rates.

- **Class B Schools**—These schools and courses are designed to provide the advanced technical knowledges and skills required to prepare personnel for the higher petty officer rates.

- **Class C Schools**—These schools and courses are designed to train enlisted personnel in a particular skill or technique which, in general, is not peculiar to any one rating. Class C Schools are further divided into subclasses, namely: **Class C-1 Schools**—this class includes all Class C Schools located in naval establish-



ments; **Class C-2 Schools**—this class includes all special schools, recognized by the Chief of Naval Personnel and operated in civilian manufacturing plants.

- **Functional Schools**—They provide training to personnel, often in a group or team situation, in the performance of specialized tasks or functions which are not normal to rating training of enlisted personnel nor to professional training of officers. In addition, these schools also provide training on weapons of new or advanced design which have not reached universal Fleet usage.

- **Fleet Schools**—They provide refresher and team training to Fleet personnel who normally are members of ships' companies.

Your application and selection for a Navy service school depend upon many factors—your rate and rating, your time in service and the school you want to attend. For more detailed information on service schools check with the personnel office for a look at the *Catalogue of U. S. Naval Training Activities and Courses* (NavPers 91769-B), BuPers Inst. 1500.25 which contains convening dates for classes, and the "Naval Air Technical Training Bulletin." These are available from your ship's office, the training officer or the I. & E. officer at your duty station.

Other Training Is Available

Once you have decided that the Navy is to be your career, you'll have to look forward to the time you will be going up for PO1 and, eventually, Chief. The competition is getting tougher now and the thing to do is



to be better prepared than the other guy. So you keep the books near, work hard at your job and keep studying.

When you look at it that way, you are pretty well kept busy with your studies that are needed for promotion. But you decide that really those studies don't take up too much of your time and you want to know even more. You find out that you can finish your high school education and even go to college without ever leaving your ship. You start out by talking things over with your I. & E. officer and filling out an application.

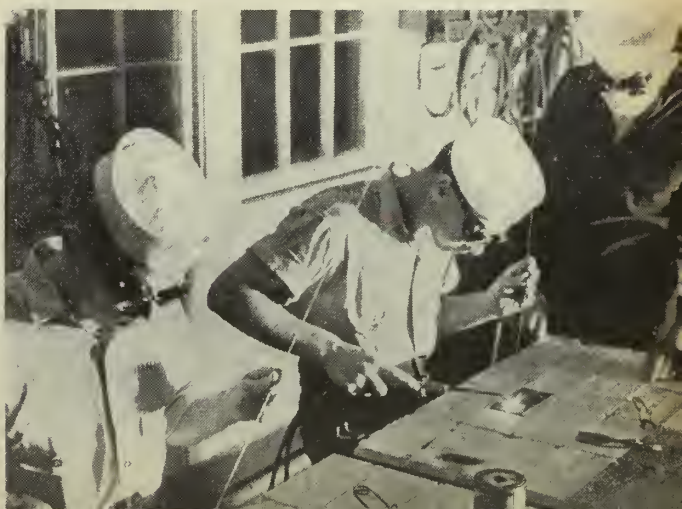
That application goes to the United States Armed Forces Institute, an organization that is keyed to the serviceman's needs. USAFI itself has scores of high school and college correspondence courses available to military men. In addition, they have a working agreement with many colleges and universities throughout the U. S. to supply courses to servicemen.

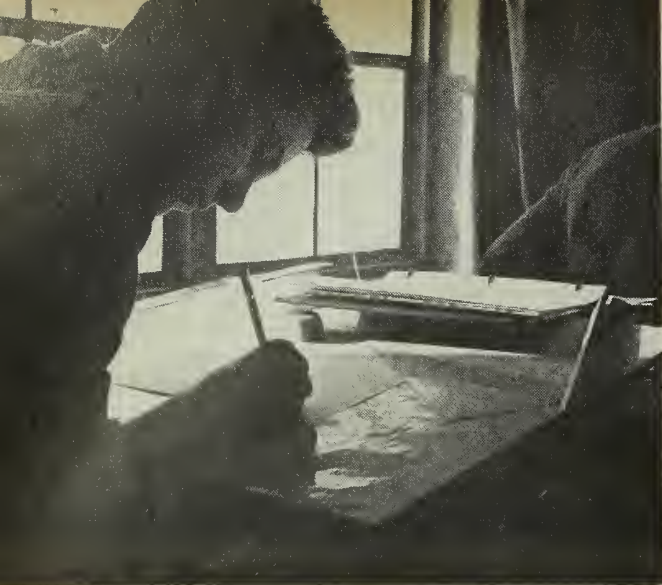
U. S. Armed Forces Institute

Here is a general summary of USAFI course and test offerings:

- **USAFI Correspondence Courses** — For correspondence course study USAFI will provide test materials, a study guide and a supply of paper and envelopes. You study the test, and prepare a series of lessons to be mailed to the nearest USAFI. An instructor grades each lesson and offers suggestions or guidance to help you over the rough spots in the course. With very few exceptions, all correspondence courses have end-of-course tests to be taken when you have finished the lessons.

- **USAFI Self-Teaching Courses** — These courses generally consist of the same text and study materials used in the correspondence courses. In a self-teaching course,





however, you're strictly on your own. The texts provide study suggestions and outlines, but there is no lesson-grading service. Most self-teaching courses have end-of-course tests.

• **Group Study Course**—This is conducted in much the same way as a formal school course—with an instructor and regularly scheduled classes. Any course may be taught by this method when there are enough students and your ship or station has the facilities.

• **Correspondence Courses Offered by Participating Colleges**—USAFI course offerings are supplemented by many courses from colleges that participate with USAFI. These courses are made available to uniformed personnel for about half their normal cost; they are similar to the USAFI correspondence courses in content and lesson procedure. Following enrollment, however, all correspondence takes place directly between you and the college or university.

High School and College Credits

It is possible that your Navy training and experience may be credited toward a high school diploma or toward certain college courses.

For example, in addition to end-of-course tests for courses mentioned above, USAFI offers a testing service for: Comprehensive examinations on subjects in high school and college fields; comprehensive examinations for the measurement of general educational develop-

Many schools do grant credit, however, for USAFI courses and for formal service school training. The Commission on Accreditation of Service Experiences (CASE) maintains an advisory service to assist civilian educators in evaluating in-service educational experience by recommending credits for USAFI courses, tests, and service schools. Your I & E officer will help you write a letter to your school concerning accreditation matters.

Regardless of the course you take, the Navy recognizes all USAFI courses and tests for credit as recommended by CASE. Also, the service record of each Navyman contains a running account of his educational accomplishments, including any work completed through USAFI.

The Navy uses your educational record in much the same way as any other employer would, deciding placement problems, your further training, and promotions—particularly from enlisted to officer, on the basis of your education and experience.

The list of courses available through USAFI is too long to publish here, but your I & E officer has all the information and necessary application blanks. Just to give you an idea, a few of the courses available (picked at random) are: Business Management, Aeronautics, Beginning French, Soils, Industrial Electricity, Blueprint Reading, Journalism, World Literature, Basic Math, Calculus, American History, Principles and Practices of Radio Servicing, Sheet Metal Drafting, Psychology, Refrigeration and Plastics.



The door is open—all you have to do is walk in.

The enrollment fee is reasonable—only \$2. That entitles you to take as many courses as you desire. The course that you do take may be used for college credit if you decide to go to college.

Enlisted Correspondence Courses

Should you decide that instead of college credit you want more knowledge about the Navy you can turn to a Navy outfit, the U. S. Naval Correspondence Course Center, at Brooklyn, N. Y. They have hundreds of courses that you may take, either within your rate, or general information courses.

All enlisted personnel, whether on active or inactive duty may apply for the courses.

An Enlisted Correspondence Course serves not only as a means of studying some naval subject of interest to you, but also as a substitute for completion of a Navy Training Course. It qualifies you to take advancement in rating examination—if all other requirements are met.

If you want to take a course (and are on active duty) see your division officer or your education officer and ask for Form NavPers 977, "Application for Enlisted Correspondence Course."

In most cases, applicants will be enrolled in only one correspondence course at a time.

These applications should then be sent to the U. S. Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base, Brooklyn 1, N. Y., via your C.O.



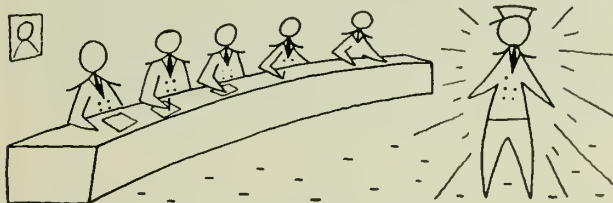
ment (high school and college level GED tests); and achievement tests for the elementary grades. These tests are available as a means of educational measurement by military authorities and civilian accreditation authorities.

It should be noted here that neither USAFI nor the Navy can give civilian academic credit for USAFI courses and tests. It is the responsibility and privilege of civilian high schools, colleges, and state departments of education to determine the amount and kind of civilian credit given, if any, for in-service education.

Education and Training for Officers

THE NAVY KNOWS that when an officer candidate comes out of school and gets his commission he is well grounded academically and can go on to more advanced scholastic work with little or no delay. To this end the Navy has set up many training programs and numerous schools to improve technical proficiency during future years of advancement. From ensign to admiral there are schools to attend and lessons to learn. Nowhere is education more important than it is in today's Navy.

The number of courses and schools available, first as a junior officer and later as a senior officer, is much too great to permit listing each of them. However, here's a



brief rundown of the various *types* of courses and schools:

Technical Courses

Officer technical courses, other than postgraduate instruction, are conducted to provide special instruction, normally for junior officers, and refresher instruction in various technical specialties to meet the needs of the service. All of the technical courses are six months or less in duration with the exception of the electronics course at the Electronics Maintenance School, Great Lakes, Ill., which is one year. The number and variety of the technical courses are subject to change in accordance with new requirements and technological developments. Details on these courses are published in the *Catalog of the U. S. Naval Training Activities and Courses*, (NavPers 91769-B). The following courses or schools for selected personnel are typical of those offered in the technical field:

- Atomic, biological, chemical warfare defense course.
- Damage control school.
- Instructor training school.
- Photographic interpretation course.
- Torpedo course.

In addition there are many aviation courses available. Details on these can be found in the "1955 Bulletin of Schools and Courses" issued by the Naval Air Technical Training Command. Some of these are:

- Aviation ordnance school.

- Target drone school (enlisted and officers).
- Naval photographic school.
- Aviation electronics school.
- Combat information center school.
- Aircraft maintenance course.
- Aviation ground officers school.
- Ground controlled approach course (enlisted and officers).
- Catapult and arresting gear course (enlisted and officers).

Nontechnical Courses

Special courses of instruction which are not clearly included under the technical classification are known as nontechnical courses. The number of nontechnical courses varies from time to time in accordance with the needs of the Navy. Details regarding availability, lengths, convening dates, etc., of these courses are published in BuPers Notice 1500.25. Typical nontechnical courses are:

- Foreign language instructional courses and Naval Justice school.

Functional Training Courses

Functional Schools are available for the training of officers, often in a group or team situation, in the performance of specialized tasks or functions. They also provide training on weapons of new or advanced design which have not reached universal Fleet usage.

Some of these functional schools are:

- Net School, Harbor Defense, Mine Warfare, Ship Salvage, Explosive Ordnance Disposal, Guided Missiles, Advanced Undersea Weapons, and Deep Sea Diving School.

Schools which provide operational training ashore for personnel assigned directly from units of the forces afloat are maintained under the administration of fleet commanders. Among these are:

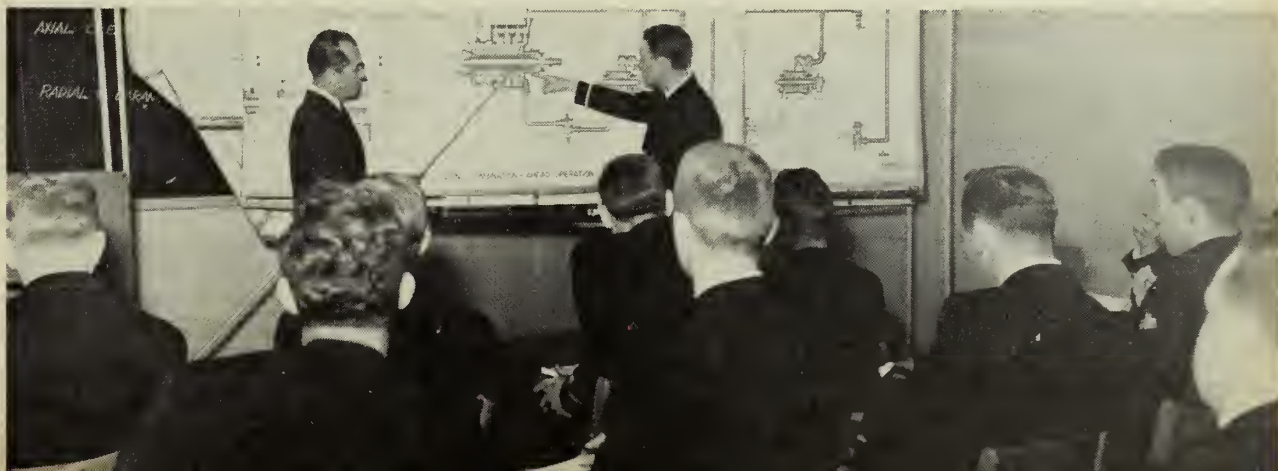
- Sonar schools, Submarine School, Amphibious schools, Fleet Gunnery, CIC Team Training Centers, Fleet Training Centers, Fleet Air Defense Training Centers, and Submarine Training Facilities.

Staff Corps Schools

Naval schools for the training of Supply Corps officers are: Navy Supply Corps School, Athens, Ga.; Naval School, Freight Transportation, Oakland, Calif.

Courses for newly commissioned Civil Engineer Corps officers are conducted at the Naval School, CEC Officers, Port Hueneme, Calif.

The training of Medical Department personnel, including officers of the Medical Corps, Dental Corps, Medical Service Corps, Nurse Corps, Hospital Corps,



education and training

and enlisted members of the Hospital Corps, is the responsibility of the Chief of the Bureau of Medicine and Surgery. Announcements of scheduled training are made by the Chief of that bureau.

Naval Postgraduate School

The U. S. Naval Postgraduate School, Monterey, Calif., provides advanced education and training of commissioned officers in such general or technical subjects as the Secretary of the Navy may prescribe. Postgraduate courses are conducted at the Postgraduate School and at various colleges and universities throughout the U. S. Whether conducted at the Postgraduate School or elsewhere, all postgraduate courses are under the supervision of the Superintendent, U. S. Naval Postgraduate School, Monterey, Calif.

Selection of officers applying for postgraduate instruction is made by boards appointed by the Chief of Naval Personnel. The courses available, the conditions of eligibility, and other pertinent data are published annually in BuPers directives.

Available postgraduate courses, which include a variety of professional, technical, and nontechnical subjects, are:

Advanced Management, Advanced Science, Aerology, Aeronautical Engineering, Business Administration, Cinematography, Civil Engineering, Command Communications, Comptrollership, Electrical Engineering, Electronics Engineering, Gas Turbines Engineering, Hydrographic Engineering, Intelligence, Management and Industrial Engineering, Mechanical Engineering, Mechanical Engineering (Nuclear Power), Metallurgical Engineering, Mine Warfare, Naval Construction and Engineering, Nuclear Engineering (Advanced), Nuclear Engineering (Effects), Oceanography, Operations Analysis, Ordnance Engineering, Personnel Administration and Training, Petroleum Engineering, Petroleum Logistics, Public Information, Religion, and Textile Engineering.

Detailed information for each postgraduate course is given in the annual Postgraduate School Catalog. This catalog is given wide distribution and should be studied by officers interested in postgraduate training.

The Postgraduate School year at Monterey consists of four terms of 12 weeks each. Officers selected for courses commencing at the Postgraduate School normally report in August of each year.

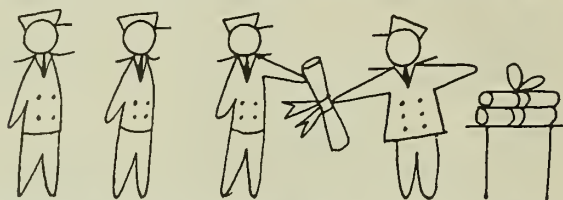
General Line Training

The present six-month general line program is conducted at the U. S. Naval Postgraduate School,

Monterey, Calif., for the purpose of broadening the professional knowledge of officers transferred to the Regular Navy. Beginning in September of this year, it is planned to institute a revised nine and one-half month general line course to be available to career line officers during their first tour of shore duty.

The course of instruction at the General Line School includes training in leadership, navigation, ordnance and gunnery, seamanship, engineering, damage control, communications, strategy and tactics, logistics, and intelligence. The function of a naval officer as an administrator is emphasized through such studies as naval organization, personnel management, methods of training, and classifying personnel. This course also includes indoctrination in social, economic, and scientific relationships of the naval service of the world at large. In addition the student's knowledge is broadened in the areas of naval warfare and the relationships of the Navy to other branches of the armed forces.

The U. S. Naval Postgraduate School Catalog de-



scribes the school's facilities, living conditions at Monterey, Calif., and related subjects.

Naval War College

The courses available at the Naval War College are designed for officers in the more senior grades, usually from lieutenant commander and up, to further an understanding of the fundamentals of warfare, international relations and interservice operations, with emphasis on their application to future naval warfare.

The courses available at the Naval War College include:

- Advanced Study in Strategy and Sea Power.
- Naval Warfare.
- Command and Staff Course.
- Flag Officers Refresher Course.

National War College

The National War College prepares selected personnel of the armed forces and other governmental departments for the exercise of joint high level policy, command and staff functions, and for the performance of strategic planning duties in their departments.

The National War College course is ten months long. Eligibility for the Navy quota is limited to those officers with 15 to 24 years of commissioned service.

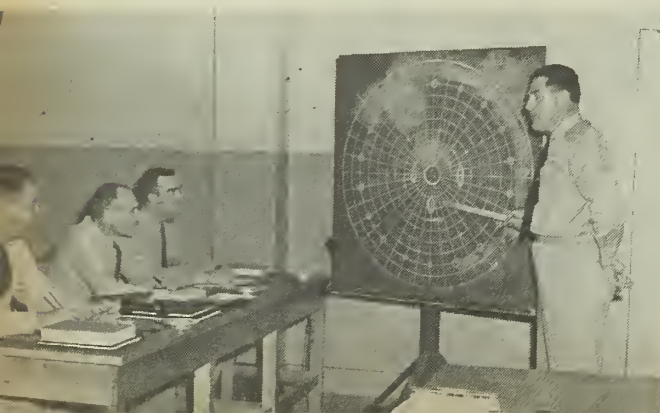
Industrial College of the Armed Forces

The Industrial College of the Armed Forces prepares officers of the armed forces for important command, staff, and planning assignments in the Department of Defense and prepares selected civilians for important industrial mobilization planning assignments in any government agency.

The course is ten months long. Eligibility for the Navy quota is limited to officers with 15 to 24 years of commissioned service.

Armed Forces Staff College

The Armed Forces Staff College trains selected officers of the armed forces in joint operations.



Naval officers to attend the Armed Forces Staff College are selected from that group of naval officers who have had 9 to 16 years of commissioned service.

Rhodes Scholarships

Selected naval officers may compete for Rhodes Scholarships which afford an opportunity for the broadening experience of foreign study and which provide a firm educational foundation for future assignments of responsibility in the military fields of foreign affairs and politics. Rules and procedures for these scholarships are published annually in BuPers Notices.

Aviation Training

Two courses of flight training are available for officers—heavier-than-air and lighter-than-air.

Selections of officers for heavier-than-air flight training are made by the Chief of Naval Personnel from officers who make application and who are physically qualified. Selections for lighter-than-air flight training are made by the Chief of Naval Personnel from among qualified heavier-than-air pilots.

Detailed information concerning eligibility requirements and submittal of applications for flight training is published in the Navy Directives System.

While undergoing flight training, officers, other than qualified heavier-than-air pilots, are designated student naval aviators. After completing the prescribed courses and when reported as fully qualified, they are designated Naval Aviators. Naval Aviator qualifications are described in article C-7301 of the *BuPers Manual*.

Naval Aviation Observer qualifications are listed in article C-7302.

Submarine Training

Classes for submarine duty are assembled at the Naval Submarine Base, New London, Conn., in the first weeks of January and July. The length of this course is six months.

Officers are selected for submarine training by the Chief of Naval Personnel and are given permanent duty orders. Directives calling for applications for this training are issued by BuPers about five months before each class convenes. Your request for this training, with your commanding officer's recommendation, must be submitted to the Chief of Naval Personnel. Requests must be accompanied by a statement from a medical officer that you are physically qualified in accordance with existing instructions of BuMed. Upon successful completion of the course at the Submarine School, New London, you will normally be ordered to duty in submarines.

The requirements for qualification in submarines are enumerated in article C-7304 *BuPers Manual*.

During your career as an officer, each school which pertains to your category is open to you provided you meet all the necessary requirements. In addition, the full scope of USAFI and various correspondence courses within the Naval Establishment are within your grasp. Throughout your career you will be given every opportunity to further your education not only for your career



in the Navy but also to help you in later life after you have retired from the U. S. Navy.

Officer Correspondence Courses

Officer Correspondence Courses—nearly a hundred of them—are offered by the U. S. Naval Correspondence Course Center at Brooklyn, N. Y., and by certain other activities providing specialist training, to give Regular and Reserve naval personnel the opportunity to increase their knowledge and understanding of the Navy and, at the same time, prepare themselves for professional advancement.

The Officer Correspondence Courses are designed to instruct commissioned officers and warrant officers, and most of them are also open to chief petty officers. In addition, qualified enlisted personnel of lower ratings are also eligible if they are recommended by their



commanding officers as potential officer candidates. However, if a commanding officer does not consider the applicant a potential officer candidate but believes the enlisted man's enrollment is desirable, he may simply recommend enrollment and forward the application via BuPers for action.

The courses range in subject from Naval Arctic Operations and Marine Navigation to International Law and Tropical Medicine in the Field.

In addition to courses administered by the Naval Correspondence Center there are a number of courses administered by BuMed, CNO, Naval Submarine School, Naval War College and the Industrial College.

Applications for Naval Correspondence Center courses made by personnel on active duty must be submitted via commanding officer on NavPers Form 992. Detailed information on all available courses and where they may be obtained are contained in the Catalog of Officer Correspondence Courses (NavPers 10800-A).



paths of advancement

Promotion Program Offers Equal Competitive Opportunity For Regular Advancement of Enlisted Men and Officers

THE NAVY'S ADVANCEMENT SYSTEM is designed to give equal opportunity to all men who are potential petty officer material, and advance them as rapidly as possible in accordance with the needs of the naval service.

If you meet the requirements and can qualify under the existing policies established by the Chief of Naval Personnel, you can anticipate advancement to petty officer rate and advancement within your rating as vacancies occur. To qualify, you must:

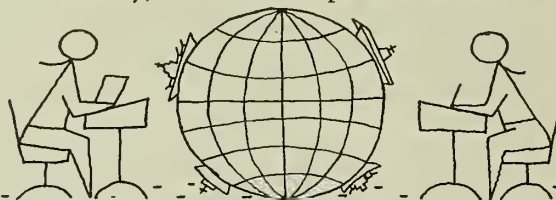
- Meet certain requirements as to length of service, and in certain grades a minimum period of sea duty in grade is required.
- Meet certain requirements as to marks in proficiency in rate and conduct.
- Complete satisfactorily the Navy training or correspondence course, where a suitable course is available, for your next higher rate.
- Complete satisfactorily a course of instruction at a service school when such is required.
- Qualify in the practical factors for your rate, as defined in the *Manual of Qualifications for Advancement in Rating*, (NavPers 18068 Revised.)
- Be recommended by your commanding officer.
- Have passed satisfactorily a service-wide examination for the rate involved.

This is not to suggest, of course, that you will receive an advancement as soon as you have completed the requirements listed above. These are the *minimum* requirements. The higher you go in the structure of the Navy, the fewer the billets and the greater the competition for them.

How long before you can anticipate promotion? It just depends. Your wait will vary with your individual

capacities, the pay grade for which you are eligible and your rating. Those persons in the critical ratings, ET, FT, RD, RM, TE, SO, MR, MM, FP, etc., can be expected to advance more rapidly than those in the other less critical or non-critical ratings, especially in the higher pay grades where the numbers on board are already substantially greater than the requirements for that pay grade. Of course you should bear in mind that the opportunity for advancement is present for the best qualified people. However, the *minimum* time for advancement is: E-1, two months; E-2, six months; E-3, six months; E-4, 12 months; E-5, 12 months; E-6, 36 months; E-7, 12 months.

Theoretically, it would be possible under normal



conditions for a man who wasn't afraid to work hard and who got the breaks in his favor to make chief in about seven years. To be on the safe side, however, if you estimate your goal as chief in nine or ten years, you won't be too far wrong. In time of war or national emergency, advancements are frequently speeded up.

Advancement in the first three pay grades follows a fairly regular schedule, as no vacancies in allowances are necessary.

Advancement from pay grade E-1 to E-2 is normally effected upon completion of recruit training.

For advancement to E-3, six factors are required: (1) Service in pay grade; (2) marks requirements; (3) practical factors; (4) military requirements; (5) a local examination and (6) recommendation of your commanding officer.

For advancement in the petty officer ratings, you must, in addition to the six factors mentioned for advancement of E-3, also complete training or school courses and pass a service-wide competitive examination. In addition, there must be a place for you in the Navy scheme of things. There doesn't necessarily have to be a billet available on your particular ship or station, but there must be a need and place for additional petty officers in the Navy as a whole. You may take your examination for advancement even though no vacancy may exist at the moment. You can, and should go ahead and take your examination anyway, so that you will be qualified if a vacancy occurs before the next exams. The higher your grade in the exam, the sooner you will receive an advancement in your rating.

Quotas for advancement are assigned based on the maximum number of petty officers that can be supported by the enlisted rating structure. In addition, quotas are included to provide for estimated losses because of discharge, etc. over the period between exams.

The purpose of the competitive examination system



is to provide a controlled system by which each enlisted Navyman will have recurrent opportunities to compete for advancement in his chosen field of work. The actual advancement available is dependent on the needs of the service, but the determining factor in each case is the relative qualifications of each candidate.

Examinations for advancement to pay grades E-4, E-5, and E-6 are announced and conducted twice a year, usually in August and February. Examinations for E-7 are announced and conducted once a year.

Candidates for the service-wide examinations are not nominated until the announcements are made. If you take one set of exams but are not advanced before the next examinations take place, you must compete again.

Advancements to pay grade E-7 may be made only when notified by the Chief of Naval Personnel and in accordance with permanent instructions.

Advancements to pay grades E-4, E-5 and E-6 may be made by commanding officers when notified by the officer-in-charge, Naval Examining Center.



Officer Promotion

AS AN OFFICER in the United States Navy you may expect to occupy increasingly important posts of responsibility. The building up of a strong officer corps capable of filling these billets calls for the advancement of officers as they are judged competitively—on their records and in relation to each other according to seniority.

In order to be promoted above lieutenant (junior grade) under the Officer Personnel Act, an officer must be (1) selected by a selection board, (2) found physically qualified by a formal Navy board of medical examiners and, (3) if a permanently commissioned officer of the Regular Navy, found mentally, morally, and professionally qualified by a naval examining board. The President must nominate and the Senate confirm those officers for appointment to a higher grade before they may be promoted. Promotions are effected as vacancies occur in the grade for which you are selected.

In addition to these requirements, permanently commissioned male line officers of the Regular Navy not restricted in the performance of duty, and limited duty line officers in the grade of lieutenant and higher must have two years' sea or foreign service in grade, as defined by BuPers Inst. 1412.7, to be promoted.

Before an officer is eligible for consideration by a board, he must have a specified amount of time in his present grade. Time-in-grade requirements are: lieutenant (junior grade), two years; lieutenant, four years;

lieutenant commander, four years, commander, five years; and captain, three years.

Promotion Zones

Promotion zones are established by the Secretary of the Navy in the manner set forth by law in the Officer Personnel Act of 1947 and defined additionally in *BuPers Manual*, Chapter VII. Briefly, a promotion zone consists of a number of the most senior officers in that grade and specialty (that is, line or staff corps) under consideration, who are eligible for (and have not previously failed of) selection for promotion to the next higher grade. Also, they must either be selected by the board in question or be considered as having failed of such selection, in order to assure equality of opportunity for promotion to individuals in succeeding years. The normal periods of total commissioned service specified in the Officer Personnel Act for officers in the promotion zone are: for promotion to lieutenant, officers with six years' service; to lieutenant commander, those with twelve years' service; to commander, those with eigh-

teen years' service; and to captain, those with twenty-five years' service. It is worthy of note that officers are currently being promoted ahead of these normal periods of total commissioned service.

Professional Examination

In addition to meeting the above qualifications, permanently commissioned Regular officers, LTJG through CDR, will be required to take written professional examinations for promotion, if selected after 1 Jan 1955. Reserve officers on active duty are required to take examinations if selected after 1 Jul 1955. The scope of the examinations and pertinent information for the various categories of officers are contained in BuPers Inst. 1416.1 and 1416.4 which should be studied carefully by all candidates. The same instructions also list resident and correspondence courses, which will earn exemption from specific written examinations.

Officers selected for promotion to the grade of rear admiral and officers becoming eligible for promotion to the grade of LTJG will normally be examined on the record only. Accordingly, no written professional exams have been provided for them. Ensigns, however, are encouraged to take correspondence courses which will prepare them for promotion to higher grades, since these courses will earn them exemptions from examinations for future promotions.

At present, examinations are not required of temporary officers; however, BuPers Inst. 1416.3 sets up a promotion study plan and recommends its use. Plans for warrant officers have not yet been announced.

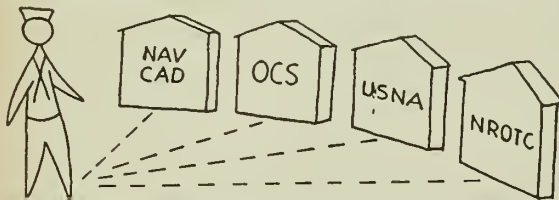


paths to a commission

Several Programs Are Available to Enlisted Men For Advancement to Commissioned Officer Status

MOST ALERT YOUNG NAVYMEN, whether they are now contemplating a single enlistment, or in following the Navy as a career, are interested in their future prospects. What are their chances for advancement? What are the opportunities for making chief or warrant? Is there any possibility of becoming a commissioned officer?

The answers to these questions will be found in the following pages. There are several major paths available to the young enlisted Navyman who wishes to become a commissioned officer—through the Naval Academy, the Integration program, the Naval Aviation Cadet program, and the Naval Reserve Officer Training Corps. Each of these programs, and their requirements, are



described below. In addition, the Limited Duty Officer program is described, as well as the requirements for achieving the rank of warrant officer and the normal paths of advancement to chief petty officer.

One point to consider—you'll notice that, although the Navy is eager to offer every opportunity to the ambitious and intelligent young man or woman, it's not *giving* you anything. You aren't going to get any of the prizes described in this chapter unless you make a determined effort to earn them.

Naval Academy

Enlisted Navyman (including Naval Reservists on active duty) have an opportunity to qualify for the Naval Academy. They may enter the Naval Preparatory School, Bainbridge, Md., as candidates for later appointment to the Naval Academy as midshipmen.

- **Requirements**—To compete for the Academy appointment, personnel on active duty must have enlisted on or before 1 July of the year preceding that in which the Naval Academy entrance examinations are held. For example, candidates for the USNA class beginning in 1955 must have enlisted on or before 1 July 1954.

In addition, an applicant must have passed his 17th birthday, but must not have reached his 22nd birthday by 1 July of the year he will enter the Naval Academy. He must be unmarried and agree to remain unmarried until commissioned.

There are no minimum educational requirements for USNA candidates who wish to enter the Fleet compe-

tition for enrollment in the preparatory school. However, at least three years of high school is recommended to compete successfully.

Any enlisted man wishing to become a candidate should tell his commanding officer. Commanding officers of ships and stations conduct a survey of enlisted personnel, usually sometime between March and 1 July of each year, for the purpose of nominating those they consider to be suitable officer material.

- **Preparatory School**—Applicants are required to take the preliminary examination about 1 July to determine their degree of aptitude in subjects involved in the Naval Academy entrance examination. Candidates who successfully meet these initial requirements are then transferred to the preparatory school at Bainbridge to prepare for the USNA competition. This school remains in session from September until the USNA entrance examination is held in March the following year. The top men coming within the quota limits from the Naval Preparatory School are appointed to the Academy. Those standing below the first 160 in the competitive list but who pass the entrance exam become eligible for admission in the event eligible candidates fail the physical exam, or for other reasons do not enter the academy.

Integration Program

You may find you are qualified to try another method, the new Regular Navy *Officer Candidate School*, a plan whereby enlisted men may earn a commission in the Navy. This is a concentrated course of study that keeps a man on his toes for 16 weeks.

A high school education or the equivalent, plus a GCT or ARI of 60, are the educational requirements for selection to Regular Navy OCS in Newport, R. I., for training leading to appointment as ensign, USN, in either the line or staff corps.

Following are the basic requirements needed to be considered for selection. For more complete details, see BuPers Inst. 1120.7A.

- **Eligible applicants**—All chief warrant officers, warrant officers, enlisted men and women of the Regular Navy who are citizens of the U. S. and serving in the Navy at the time a selection board designates those it considers best qualified for appointment.

- **Service**—Chief warrant officers, warrant officers and chief petty officers must have completed at least two and one-half years of service in their respective grades immediately preceding the date of submission of their application (by 1 July). No person in this category may be appointed to commissioned grade who has had less than three years of service in any of these



grades by 30 June of the calendar year in which appointed.

Enlisted men and women applicants, including chief petty officers, must have completed at least three and one-half years of continuous service immediately preceding the date of submission of application. No one in this category may be appointed to commissioned grade who has had less than four years of continuous service immediately preceding their appointment.

CPOs have the option of meeting the service requirements under either of the above paragraphs.

In any event, you must have at least one year of obligated enlisted service upon entering the program.

For the two-year period preceding the date of application, you must have no record of conviction by a general, special or summary court-martial.

- **Age** — Men must be at least 19 and under 31½ years of age at the time of their first application. Women must be at least 21 and under 28½ years of age when they first apply.

- **Education** — You must be a high school graduate or have the service-accepted equivalent, as set forth in BuPers Inst. 1560.1, and have a GCT or ARI score of at least 60. However, if you have four semesters of work toward a college or university degree, or have satisfactorily completed the USAFI Educational Qualification test 2CX, before 1 Jan 1954, you are also eligible.

- **Physical Requirements** — You must be physically qualified for original appointment in the line or staff corps, as appropriate, in accordance with the provisions of the *BuMed Manual*.

- **Dependents** — Men may have any number of dependents. A woman will not be eligible for consideration if she is the parent of a child under 18.

All requests for selection to the next class at Regular Navy OCS, for either the line or staff corps, must be submitted to your commanding officer on 1 July of the year of application.

Candidates appointed to commissioned grade under this plan will compete with officers of unrestricted classification in all selections and assignments to duty.

Naval Aviation Cadets

A third path of study is the Naval Aviation Cadet program. Qualified enlisted men may compete for this assignment, which leads to a commission and "Navy wings." It provides flight training for qualified EMS of the Regular and Reserve components of the Navy on active duty.

- **Requirements** — The latest qualification standards

and procedures for active duty personnel are listed in BuPers Inst. 1120.20. To be considered under the present instructions you must:

- Be a U. S. citizen over 18 but under 25 years of age on the date application is submitted.
- Agree to remain on active duty for four years from date of first reporting for active duty in the grade of Naval Aviation Cadet, unless sooner released.
- Be unmarried and agree to remain unmarried until commissioned.
- Be physically qualified, "aeronautically adapted," strongly motivated to fly and possess "officer-like qualities."
- Be selected and recommended by your commanding officer (who utilizes the service of a locally convened selection board).

There are four methods of filling the educational requirements needed to apply under this program.

- Satisfactory completion of two full years (60 se-



mester or 90 quarter hours) of passing work at an accredited college or university.

- Satisfactory completion of the USAFI 2CX test.
- Satisfactory completion of one year (30 semester or 45 quarter hours) of passing work at an accredited college or university plus a combined GCT-ARI score of 120 and a MECH score of 58.
- Satisfactory completion of the USAFI GED test plus a combined GCT-ARI score of 120 and a MECH score of 58.

Men who have previously been dropped from any military flight training program by reason of flight failure, or who have previously qualified as a naval or military aviator, are not eligible for this program.

Applications will be submitted on NavPers Form 953A, endorsed by your commanding officer, accompanied by loyalty certificates, educational transcripts, USAFI test reports, NavCad contract, and consent forms and classification test scores as applicable.

Upon final review of your application by BuPers you will be notified, via your CO, of the action taken. If eligible you will have your name placed on a priority list according to your date of acceptance.



paths to a commission

• **Selection** — Quota allowances will govern selection of candidates from this list. No specific information can be given as to when you will be ordered to flight training. If accepted, you will be ordered to NAS Pensacola, Fla., for training in the grade of Naval Aviation Cadet, USNR.

When you successfully complete the flight training course, which is approximately 18 months, you will be appointed as ensign, 1325, USNR, when designated a Naval Aviator except that within authorized quotas



NavCads are permitted to volunteer for selection and appointment as 2nd LTs, USMCR.

You will be released to inactive duty upon fulfillment of your contract after a total of four years of NavCad plus commissioned service, unless extension of active duty or transfer to the Regular establishment has been requested by you and approved by the Chief of Naval Personnel. You are permitted to continue on active duty at your request, depending on vacancies in the service and the needs of the service. After 18 months' commissioned service in the Naval Reserve, personnel may request appointment to the Regular Navy, once again, subject to the needs of the service.

NROTC—Naval Reserve Officer Training Corps

This program is open to both active and inactive duty personnel. It was established in 1926 for the purpose of offering to certain college students the necessary Naval Science courses required to qualify them for commissions in the Naval Reserve upon graduation. The mission of NROTC was greatly expanded in 1946 to include the training of prospective career officers for the Regular Navy, as well as for the Naval Reserve.

• **Requirements** — Applicants must be at least 17 years old on or before 1 July of the year of enrollment in the NROTC college, but not over 21 on 1 July of the year of entry, except for those who have enough college credits to qualify for advanced training. They may not be more than 25 years old on 1 July of the year of graduation.

Candidates are selected on the basis of Naval College Aptitude Test scores and physical qualifications.



"Regular" NROTC students receive retainer pay of \$50 a month, their uniforms, and a four-year government-paid college education, including cost of tuition and books.

In addition to the 1800 civilians and Reservists, the Navy has a quota for 200 enlisted men on active duty who can qualify successfully in competitive examination in the Naval College Aptitude Test scores. These provisional selectees in an active duty status are ordered to the U. S. Naval Preparatory School, Bainbridge, Md., for an 8- to 10-week refresher course of study and for final selection for the NROTC four-year college program. The refresher course is held in the summer. Applications by personnel on active duty should be submitted to the Chief of Naval Personnel via your commanding officer.

Upon completing the Bainbridge course the selected candidates are discharged from enlisted status, appointed midshipmen and ordered to one of the 52 colleges or universities offering the NROTC curriculum. Students not selected are returned to the Fleet for duty.

Details of this program are contained in Arts. C-1202, C-1204, *BuPers Manual* and *BuPers Inst.* 1111.4A.

Students in NROTC colleges are also eligible to apply for enrollment as NROTC contract students. This is a nonsubsidized program leading to a Reserve commission. This "contract student" program is not open to active duty enlisted personnel.

LDO Program

The Navy's LDO program, gives the Navy's outstanding young men an excellent chance for advancement. While the number of commissions awarded each



year is not large in proportion to the number of applicants, there is a definite opportunity for top-notch candidates.

Requirements—Here are the eligibility requirements for Regular Navy personnel who hold the permanent rank or rating of chief warrant officer, warrant officer, chief petty officer or petty officer first class and:

- Have completed 10 years of active naval service, exclusive of training duty in the Naval or Marine Corps Reserve, on or before 1 January of the year in which the appointment can first be made. Marine Corps service can be included.

- Have served as PO first class or higher for at least one year as of 1 January of the year in which the appointment can first be made, and be so serving on that date.

- Have not passed the 35th birthday as of 1 January of the year in which the appointment can first be made—in most cases. In the case of an individual who is serving in a temporary commissioned grade of ensign or above, or who has previously served in a temporary commissioned grade of lieutenant (junior grade) or above, the age limit is raised to 38 years.

- Must be able to complete 30 years of active naval service on or before reaching the age of 55.

- If enlisted, you must have no record of conviction by deck court, summary court-martial or general court-martial for the two years preceding the date of written examination.

- Must be able to meet the physical standards prescribed for original appointment in the Navy for the corps to which appointed.

- Regardless of age or service requirements, no one is eligible to apply for LDO appointment more than twice. However, all LDO selection boards will be required to indicate a special group of applicants who "just missed" being selected each year. This special group will be given another opportunity to apply a subsequent year even though they may have already applied and failed of selection two times.

- No candidate may make application in more than one limited duty classification in any one year.

- No candidate shall be eligible for appointment in LDO status if his conduct and associations are such that reasonable grounds are established for rejection by BuPers on the grounds of loyalty.

- Satisfactory completion of the GED test, high-school level, will be required. This will be required of all applicants—even high school graduates—and the results must be available in the applicant's record.

Some people are not eligible, regardless. These are officers who have transferred to the Regular Navy as permanent USN officers above the rank of chief warrant officer, retired personnel, and members of the Fleet Reserve or Naval Reserve, among others. Hospital corpsmen aren't eligible for appointment to LDO; they may be commissioned in the Medical Service Corps.

- Before 1 September, your commanding officer should submit by speedletter or other suitable rapid means to the Chief of Naval Personnel (Attn: Pers-B6251), the name, rate, service number, and classification for which application is made, of all prospective candidates in his command.

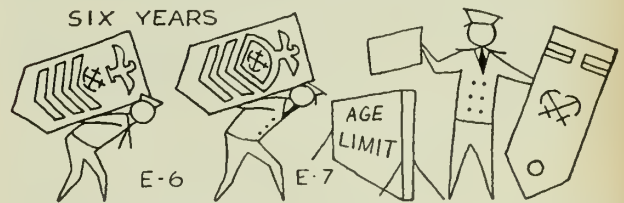
- By 1 December—or another date set by BuPers—the CO must complete a special evaluation report on you and at the same time you must submit your formal application as prescribed in the current instructions. The application will be followed by a written exam in three parts: intelligence test; military knowledge and naval administration, and technical examination in the particular LDO classification. Check BuPers instructions for further details on application.

Warrant Officer Program

From time to time, outstanding qualified chief petty officers and petty officers first class are appointed to temporary warrant officer, W-1. Personnel are appointed from the list of selectees furnished by the selection board convened for that purpose. These appointments are issued in numbers according to the needs of the service.

There are four basic requirements which must be

met in order for you to be considered for temporary appointment to warrant officer: 1) You must be serving on active duty as either a PO1 or CPO; 2) You must have at least six years' naval service; 3) You must not have reached your 40th birthday, if originally enlisted prior to 30 September 1945, or your 35th birthday if enlisted subsequent to 30 September 1945; 4) You must have been recommended by your commanding officer on the "Petty Officer Evaluation Sheet" for appointment to warrant officer or higher commissioned grade. Since all personnel who meet the above basic requirements are considered for temporary appointment to warrant officer, applications are neither required nor desired by the Chief of Naval Personnel.



During fiscal years 1953 and 1954, a total of 486 temporary appointments to warrant officer were issued by BuPers. In fiscal 1955, there have been 85 appointments issued to date, plus an undetermined number to be appointed before 1 Jul 1955 as a result of the action of the selection board now in session.

The warrant officer program is at present undergoing some major changes which will be placed in effect as soon as possible. One of the big changes is that all future appointments to W-1 will be through a competitive examination. Promotions within the warrant grades (W-2, W-3 and W-4) will be through professional examinations. All these examinations will be established when qualification standards for warrant officers have been written and published.

Under the new WO program, fourteen categories were eliminated and one was added. Those *eliminated* are: Ship Controlman, Communications Supervisor, Printer, Machine Accountant, Journalist, Instrument Technician, Foundryman, Flight Controller, Aviation Survival Technician, Training Devices Technician, Utilities Technician, Drafting Technician, Aviation Electrician and Aviation Structural Technician. The one category that has been added is *Mine Warfare Technician*.

If your rating falls under one of the categories eliminated, you will have a chance for promotion to warrant rank through a "replotting" of paths of advancement. You will be given an opportunity to qualify in the most closely related field, and additional training will be given where necessary.



transportation

Moving Your Family Overseas? Here Are Helpful Facts To Aid You in Arranging for Transportation

AS EVERY NAVYMAN with a family is well aware, the Navy provides money to pay for a man's family to follow him to his new duty station on a permanent change of station. This privilege is available to members in pay grade E-4 (with seven years' service), and above.

The idea, of course, is to arrange it so that Navy families can stay together as much as possible, setting up house again at the new duty station.

However, the government pays transportation for your dependents *for the purpose of establishing a residence only* (see page 35).

Dependents Going Overseas

If you're planning to set up housekeeping at one of the naval overseas bases, you and your wife will undoubtedly have a lot of questions regarding what must be done before going aboard the ship or plane which will take your family to their new home overseas.

- The first step in arranging for dependents' travel

If your dependents require any further assistance, they should contact the Bureau of Naval Personnel or the appropriate naval district handling dependents' transportation to the overseas area.

The rest of this summary lists the requirements which must be met by the dependents before their departure from the United States.

After the "Application for Transportation for Dependents" has been approved and the area commander concerned has approved entry of the dependents, your wife will receive (at the address given in your application) application forms from BuPers and instructions to be used in applying for a *passport*, if one is required for the proposed destination.

Passports

The application for passport should be completed as soon as possible. If your dependents do not live near Washington, D. C., where they can make personal application to Bureau of Naval Personnel, they should:



must be taken by you. You must complete the "Application for Transportation for Dependents" SandA Form 33) and have it approved by your commanding officer.

- The next step is to make a request by letter or dispatch via your CO to the *area commander* concerned for approval of entry of dependents. Your request for entry approval must include a copy of your orders or quote the authority issuing your orders.

When the dependents' entry has been approved by the area commander, then the way is open to complete the further necessary arrangements.

Each Navyman planning to move his family to an overseas billet should obtain additional up-to-the-minute information on local living conditions regarding climate, housing, food, local facilities for education, shopping, recreation and medical treatment. This valuable information will assist you and your dependents in determining what to take with you on your journey and in making plans for your future life overseas.

- Make application personally to a clerk of the nearest United States Court or clerk of a state court authorized to naturalize aliens (this, of course, does not mean your dependents are aliens).

Your dependents should take with them to the passport application activity appropriate identification together with the Navy's authorization for them to travel abroad. They must submit proof of United States citizenship such as birth certificate, baptismal certificate or certified copies of records or the affidavits by parents, brothers or sisters that the dependent is a U. S. citizen.

- Your dependent must submit two recent photographs, full face without hat, size 2½ by 2½ inches to 3 by 3 inches. Minor children may be in a group picture with the mother.

• When your dependents apply for the passport, they should be accompanied by two witnesses who have known them for at least two years.

- Allow three weeks to one month for the clearance

of the passport application through the Department of State.

Passport application will be forwarded by the clerk of the court or passport agency to the Passport Division, Department of State, Washington, D. C. for action. For those proceeding to the Pacific area, passports, when issued, will be forwarded to the Commandant Twelfth Naval District, District Passenger Transportation Office, San Francisco, Calif., for delivery to dependents at time of sailing. For those going to Europe and areas other than the Pacific, the Bureau of Naval Personnel will forward passport to the dependent at the latest address furnished by the Navyman. Should your dependents have changed addresses since you gave an



address in SandA Form 33 ("Application for Transportation for Dependents"), you should immediately notify the Bureau of Naval Personnel (Attn: Pers E231), Navy Department, Washington 25, D. C., as to the change of address.

Physical Examinations

Existing requirements specify that all dependents must receive a physical examination prior to departure for port of embarkation and obtain a signed medical certificate from a qualified physician in private practice, or a medical officer of one of the military services or the Public Health Service, attesting their general good health and freedom from communicable diseases. This is to protect their own health as well as that of fellow passengers aboard ship, and must be in the dependents' possession at all times until they arrive at their destination. A similar examination and certificate are required for each of your children and should be obtained before departure from home.

It is desirable, but not essential to beginning travel, that a miniature chest X-ray test be a part of the physical examination, with a large film made if suspicious findings result.

An added personal advantage is to have an accompanying tuberculin skin test. The size of the test dose, its result and the X-ray interpretations should be recorded on the medical certificate.

After arrival at the port of embarkation, the responsible adult dependent will be required to complete a "Pre-Embarkation Certificate," DD Form 625, for self and any accompanying children within 48 hours of actual embarkation, covering illnesses or injuries suffered within 60 days before embarkation, and pregnancy, if applicable. All children six years of age or younger will receive a physical examination at the port of embarkation.

Immunizations

For the protection of the dependents' health, certain immunizations are required. *Inoculations are most easily arranged at time of your dependents' physical examinations.* Since some immunization series take up to four weeks to complete, it is advisable that sufficient time be allowed for full immunization prior to date of beginning travel to port of embarkation. Dependents

should not delay completion of required immunizations until arrival at the port of embarkation as they will not be permitted to travel overseas without them. Immunizations may be performed by a medical officer of one of the military services or the Public Health Service or other reputable physician in private practice. A signed certificate showing each type of immunization must be obtained from the physician administering the immunizations. The "International Certificate of Vaccination of the World Health Organization" (Form PHS 731) properly signed and authenticated by a medical officer is required. This certificate may be obtained from a military activity or the Public Health Service. The immunization certificate must be kept in the dependents' possession at all times. *Do not mail it to the Bureau of Naval Personnel as evidence of completion of immunization.* The dependent's statement that immunizations have been completed will suffice.

• **Standard Inoculations** are required regardless of destination and they *must be completed before the dependents leave their place of residence.*

Smallpox: Inoculation must be taken within 12 months of embarkation regardless of age. The result must be entered on the certificate.

Typhoid: For all over six months of age—initial series of three injections or booster injection, taken within 12 months.

Tetanus: For all over six months of age—completed initial two-dose injection taken within 12 months (or record of injections plus the booster injection taken within past four years).

Diphtheria: For children six months to 10 years of age—initial three-dose shot, or booster dose taken within past three years or evidence of immunity.

• **Special Requirements:** Persons 10 to 35 years of age going to Europe or the Mediterranean region (including North Africa ports) prior to departure, must be immunized against diphtheria if positive to the Schick skin-test. Immunization is advisable for such positive persons between 10 and 45 years of age going anywhere outside the North American continent.

Cholera: Initial series or booster injection taken within last six months for all over six months of age going to an area of prevalence.

Typhus: Initial series or booster injection taken within last six months for all over six months of age going to an area of prevalence.

Whooping Cough: Immunization currently recom-



transportation

mended for all children between two months and five years may become mandatory.

The immunization requirements should not be considered as a substitute for rigid personal and general sanitary hygiene which is necessary in all countries. Travelers will be instructed en route or after arrival by medical officers as to the sanitary measures necessary in the conduct of daily life in their new locations.

Pregnancy

Navy Department policy prohibits travel by Military Sea Transportation Service vessels of women pregnant beyond the sixth month. This is for the protection and safety of the prospective mother. A signed statement by a medical officer of one of the military services or the Public Health Service or other reputable physician, attesting the duration of pregnancy must be forwarded to the Bureau of Naval Personnel (Attn: Pers B313) Navy Department, Washington 25, D. C. It is suggested that your dependent carry with her a signed duplicate copy of this statement.

Only infants over six weeks of age will be transported via MSTs vessels, and only providing the mother has recovered her strength sufficiently to care for the needs of the child.

• **Notification:** Dependents are requested to advise the Bureau of Naval Personnel (Attn: Pers B-313) Navy Department, Washington 25, D. C., when they have complied with immunization and health requirements. A definite reservation on a particular sailing will not be made until the notification set forth above and the notification of forwarding the dependents' passport application have been received in the Bureau.

Transportation Arrangements

After the Bureau of Naval Personnel has been advised that your dependents are ready to depart on or after a certain date, your family will be booked on the first available ship sailing after that date. Dependents will be notified that space is offered to them on a certain vessel departing from a certain port. They will be given a time limit in which to write or wire acceptance of this offer. The reply should be sent to: The Chief of Naval Personnel (Attn: Pers B-313). (Do not write or wire the person who signed the letter offering the space.)

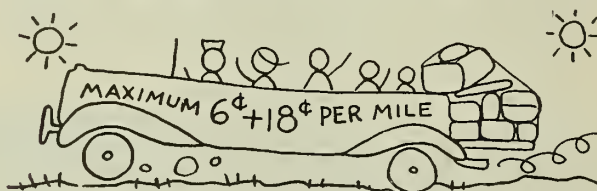
If your dependents are not legally entitled to transportation, and they have been authorized to travel via MSTs vessel to your duty station, it will be necessary for you or your dependents to assume the cost of all travel which is necessary to the port of embarkation and from the port of embarkation to your ultimate destination.

If your dependents are legally entitled to transportation at government expense within the United States and they are located at a place where the cost of transportation would be in excess of that to which they

are legally entitled, it will be necessary for the dependents to travel at their own expense. After arrival at destination, your dependents may claim reimbursement for the travel performed at your own expense to the extent of that to which your dependents are legally entitled. If the dependents are legally entitled to transportation at government expense within the United States and they are located at a place from which the cost of travel would not be more than that to which they're legally entitled, government transportation requests to cover their railroad and Pullman fare will be forwarded to the dependent responsible for the travel, *provided the responsible dependent requests them*. If dependents do not desire transportation requests furnished, they may perform the overland part of their journey at their own expense. You may then claim reimbursement for their travel *after* they arrive at the destination.

Baggage

The amount of baggage dependents may take into their stateroom on board ship will be necessarily limited. Not more than two pieces of cabin luggage (standard handbags) will be permitted aboard as



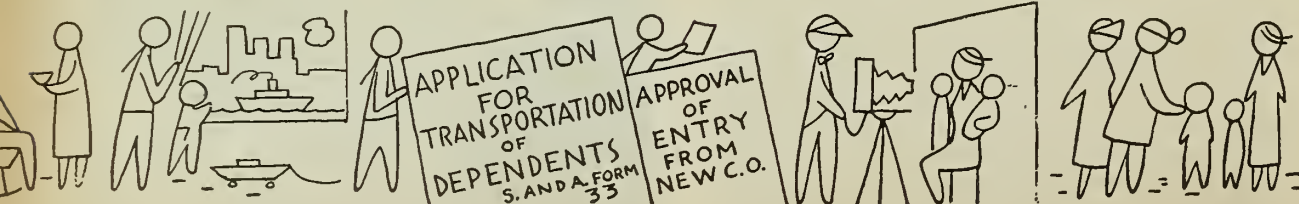
cabin luggage for each person 12 years of age or over. Children under 12 years of age are limited to one handbag. In addition, a small case for toilet articles may be carried as cabin baggage. Foot lockers in cabins are prohibited. Only standard luggage, such as trunks, foot lockers, suitcases, etc., will be accepted as hold baggage. Boxes and crates must be shipped as (and with) household goods. The current allowance for hold baggage is 350 pounds for each passenger 12 years of age or over, and 175 pounds for each child under 12.

The railroads have granted a baggage allowance of 350 pounds for each full fare and 175 pounds for each half fare for trans-Atlantic and trans-Pacific passengers. Any weight in excess of those amounts will be subject to excess charges levied by the railroad. These charges will not be at government expense and must be borne by the traveler. Dependents must make arrangements for baggage delivery at the port of embarkation.

Usually the railroad can assist the traveler by furnishing special delivery baggage checks at nominal cost, which will provide for the transfer of the baggage (checked on your railroad tickets) from the railroad terminal at the port to the pier where it will be loaded aboard ship.

Important points to remember are:

- If your dependents should ship via railway express,



they must be certain that the shipment is fully prepaid. No baggage should ever be sent C. O. D.

- **All baggage** should be clearly marked to insure proper identification. A tag with the following information must be secured to each piece of baggage:

Name (dependent's name); home address; vessel's name; sailing from (port, pier number, if known); sailing date; ultimate destination; and type of baggage (Cabin baggage or hold baggage).

- In any event the traveler must be sure to ship baggage in sufficient time to arrive not later than *five days before sailing*.

On Board Ship

Passengers traveling in MSTS transports are subject to the rules and regulations issued by the commanding officer. These rules, copies of which are furnished each passenger on embarking, were established for the safety and comfort of all persons on board. Parents are held directly responsible for the control of their children at all times.

Consideration for other passengers dictates that children should not be permitted to be noisy or destructive. Passengers are required to remain in those parts of the ship set aside for their use.

- **Accommodations:** MSTS transports are assigned by Military Sea Transportation Service representatives at the port and are adequate for the dependents' needs and comfort. Special care is accorded mothers traveling with children.

- **Assignment of cabin space** will be allotted to your dependents on a basis of number of passengers on board. As passengers are embarked or picked up at ports of call, a shifting of passengers from originally assigned cabin space may be necessary. This should be considered when packing. Cribs are provided for infants.

- **Laundry facilities** aboard ship are limited. A supply of disposable diapers for infants should be packed as the ship's store supply may not be adequate.

- **The ship's store** usually sells candy, cigarettes, talcum, baby oil, safety pins and other personal items. It is recommended, however, that your wife carry such items considered necessary rather than rely solely on ship's store merchandise.

- **Recreation facilities** include library, movies, lounge, and certain specified deck spaces. Children using recreational facilities or attending recreational programs *must be accompanied by a responsible adult at all times*.

- **Mess charges:** The only charges for the dependents of officers and enlisted men of all grades are for meals and occasional nominal charge for laundry. Payment on MSTS transports for meals will be required on boarding or immediately prior to boarding. Maximum rates currently in effect but subject to change are as follows:

(1) Adults, and children six years of age or older; approximately \$1.75 per day.

(2) Passengers traveling on a *space available basis* will be required to pay MSTS the sum of three dollars per person per day to cover their subsistence and a surcharge necessary to defray additional operating costs such as laundry, wear and tear on linens, dishes, etc. Children under six years of age; one-half the adult rate.

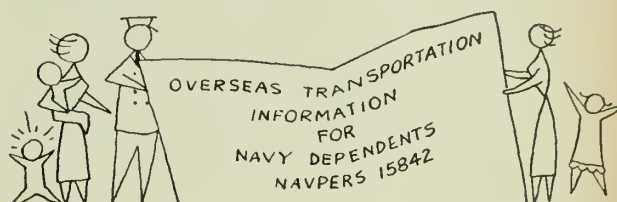
Personal checks will not be accepted on MSTS transports; travelers' checks and cashiers' certified checks are acceptable, but U. S. currency is preferred.

- **Diets:** There are no adequate facilities aboard the ship for the preparation of special diets for adults. In the case of infants' diets, some ships have a supply of standard baby foods in stock.

- **Clothing:** Dress on board an MSTS transport should be limited to the semi-tailored type of suit or dress as the acceptable practical attire. Full length slacks have proved to be the most practical attire on the windy decks of a transport. This type is permitted in the passenger messes. Add scarves, hair nets, low-heeled rubber-soled shoes or rubbers, and finally a sweater and light rain coat for greater comfort on windy and often wet decks.

- **Health.** There are adequate medical and dental facilities for emergency treatment aboard commissioned (USS) transports, however, non-commissioned (USNS) transports do not have dental officers on board. The medical facilities will have an ample stock of standard drugs.

- **Dental treatment:** Dependents will receive dental service only in emergencies on board ship. Dental treatment is not available from civilian or naval sources



at most outlying stations outside the continental limits of the United States.

Before leaving the continental limits, your family should receive a dental examination and make sure they will probably not require dental treatment while at an outlying station.

The hours of sunbathing are regulated by the medical officer.

- **Pets** — You'll do well to leave your pets at home. If it's really essential that Junior bring Rover along, you'll find yourself involved in more problems and regulations than the travel of all the rest of your family. If it's essential that transportation be provided, your supply officer can give you the details.

Arrival at Overseas Port

When the ship arrives at the port of debarkation overseas, passengers will be met by representatives of the area commander, and in some instances by repre-



transportation

representatives of the community where you are going to reside.

Where rail travel is used, day coaches are provided for journeys of short duration during daylight hours, and sleeping cars for overnight trips. The military will try to move your family from the port of debarkation to their new home as quickly as possible, but where transportation facilities are limited, they may have to stay overnight at the port.

It is advisable that your family have sufficient funds in U. S. currency to meet unforeseen expenses that may arise, or expenses incident to awaiting transportation from the port of debarkation to destination.

BuPers Inst. 1626.8A gives the details on the somewhat involved subject of travel pay for dependents.

Free Transportation at Isolated Bases

Navymen serving at 12 isolated overseas bases (and their dependents) are entitled to one round trip by air to a nearby large city or country during their tour of duty.

Each serviceman, including Army and Air Force personnel, will receive one such trip during a normal tour of duty at his remote spot. The time will count as leave.

All transportation will be on a space available basis.

Men may be accompanied by dependents; however, their dependents cannot travel unless the serviceman accompanies them.

The areas affected and the locations servicemen may visit are:

- *Korea, Iwo Jima and Guam*—Trip from these duty stations authorized to one of the following: Manila, Tokyo or Hong Kong.
- *Johnston Island*—Trip authorized to Hawaii.
- *Midway Island*—Trip authorized to Hawaii.
- *Kwajalein*—Trip authorized to Tokyo, Hawaii or Manila.
- *Saudi Arabia and Turkey*—Trip authorized to Italy, France or Germany.
- *Iceland and the Azores*—From these islands trips authorized to England or Europe.
- *Narsarssuak, Greenland, and Goose Bay, Labrador*—trip authorized to continental U. S.

It is emphasized that all personnel, regardless of rank or rate, will be given equal opportunity to take

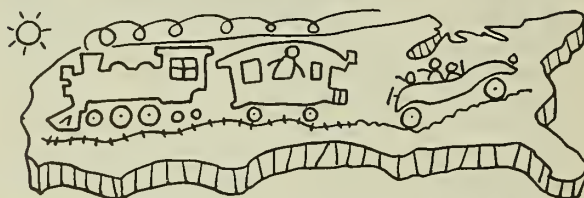
advantage of the round-trip travel. However, persons taking advantage of the program must sign a "certificate of personal gain and remuneration" stating that they will not bring along articles for resale.

Although the Air Force will provide the majority of the flights for this servicemen's vacation program, Navy planes will also be operating in the schedule.

Dependent's Travel Within The United States

There are three basic types of permanent transfers between duty stations in the U. S. in which transportation is authorized for your family or other dependents. These are: A change of station from one shore activity to another; a transfer from a shore activity to a ship; and a transfer from a ship to a shore activity. In each of these cases, there are certain choices open to you concerning your family's destination and method of travel.

For your dependents to be eligible for transportation



at government expense you must be an E-4 (with seven years service) or above, and the orders must be for a permanent change of station. Transportation of dependents is authorized under temporary duty orders only when you are given temporary duty for more than 20 weeks and your orders do not provide for return to your permanent station upon completion of such duty.

Let's take a look at the methods of travel available within the United States for your family.

• **Station to Station** — The easiest method is simply to request the Navy to furnish transportation from your old to your new duty station. In that case, regardless of the size of your family, you submit the request to your disbursing officer who in turn issues you a transportation request. This is turned over to the railroad, airline, or bus carrier in exchange for the tickets for you and your dependents. Couldn't be easier.

You may want to drive your car to your next duty station or travel by other means. In such a case you pay your own expenses, then ask for reimbursement upon your arrival.

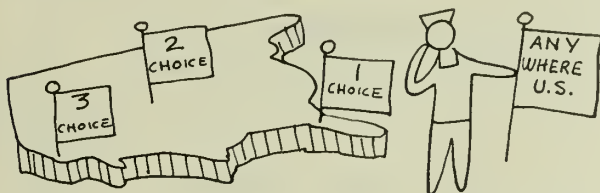
Under this system you get six cents a mile for your own travel, and a specified rate of payment for each dependent. This is set so that you can get up to a maximum of 18 cents per mile for your family to travel, plus the six cents a mile for yourself. Here is a breakdown of how that is figured.

You get six cents per mile for each dependent 12 years of age or over, not to exceed two such dependents; and three cents per mile for each additional dependent over 12 years of age; plus three cents per mile for each dependent five years of age and over but under 12 years of age. Total for dependents not to exceed 18 cents per mile.

However, there are some situations in which your dependents are not restricted to transportation only to



your next permanent station. For example, in transfers from one shore activity to another shore activity, your dependents may follow you to your new duty station, or should your wife decide it would be better to return to your original home, or some other locality within the United States, she would be entitled to transportation at government expense at a cost not to exceed the



amount to which she would have been entitled had she traveled to your new station.

• **Shore to Ship** — Upon transfer from a shore station to a vessel you have three options which you can exercise when it comes time to move your dependents. (1) They can go from your old shore station to either the home yard or the home port of the vessel; (2) they can go from a place other than the old shore station to either the home yard or home port of the vessel, or (3), they can go from the old shore station to some other spot. However, in all three cases the cost cannot exceed that to which they would have been entitled had they performed the travel from the old shore station to either the home yard or home port, whichever is greater.

• **Ship to Shore** — In the event of a transfer from a ship to a shore station you again have three options on the travel to be performed by your dependents. (1) They can go from either the home yard or the home port to the shore station; (2) they can go from a place other than the home yard or home port to the shore station or (3), they can go from the home yard or home port to a place other than the shore station. In the last two options the cost must not exceed that to which they would have been entitled had they gone from the home yard or home port of the ship to the new shore station.

While the three types of transfers outlined above are the ones with which you will be primarily concerned, there are other instances in which your dependents rate transportation. If, for example, you are hospitalized at your permanent station and then transferred to another hospital, your dependents are entitled to transportation to the new location as though it were a permanent change of station provided the commanding officer of the hospital certifies that the period of treatment can be expected to be prolonged.

When your ship changes either its home port or home yard, your dependents can be moved at government expense, as though it were a regular move between stations.

Under any circumstances, when faced with a change of stations, one of the first things to do is check with

your local disbursing office for the latest information and procedures concerning the transportation of your dependents. If in doubt about any portion of your dependents' transportation, check with *Joint Travel Regulations*, and *U. S. Navy Travel Instructions*, for complete information. You'll find a few words of advice concerning the shipment of your household goods beginning on page 38 of this issue.

Regulations on Dependents Travel

As stated earlier regarding travel by your dependents, the government pays their transportation for the purpose of establishing a residence only.

That is, just because you are undergoing a permanent change of station, your family is not permitted to go driving around the country at government expense, visiting all the aunts and uncles they haven't seen in years.

It has been pointed out that a number of instances of checkage of a man's pay have resulted through carelessness by naval personnel in following the travel regulations.

Requirements relative to the establishment of a *bona fide* residence evidently have not been made clear, with the result that the General Accounting Office (which makes a continuing survey of dependents' travel claims) continues to find many incorrect and some fraudulent claims being submitted. (The mere fact that GAO takes exception to a claim, however, does not necessarily mean that a fraudulent claim has been submitted. Further facts and investigation may reveal that the claim is actually valid. In such cases a new claim, setting forth the circumstances of the travel, may be submitted to the Bureau of Naval Personnel for consideration.)

To insure that all personnel are fully aware of their rights and duties in connection with possible repayment of dependents' travel costs, the Chief of Naval Personnel has directed that all hands be thoroughly briefed on the requirements of both Navy and *Joint Travel Regulations*, with emphasis on the following:

- Claims for reimbursement for transportation of dependents should not be submitted until the travel has been completed. However, transportation in kind may be furnished dependents.

- Payment is dependent upon actual performance of travel for the purpose of establishing a residence. Reimbursement is not authorized for pleasure trips, business trips, visits, etc.

- The claim should correctly reflect the points and dates of the travel performed for which reimbursement is claimed.

- Reimbursement may be claimed only for *bona fide* dependents.

Each time you submit a claim you should bear in mind that you are fully responsible for the completeness and accuracy of all statements of facts contained in your claim.



WHEN YOU RECEIVE PERMANENT ORDERS

Shipments can be made between duty stations, or from and to other places than your duty station (limited in cost).

Shipments will be made at Government expense and you will be billed for excess costs, if any.

See text for permanent orders weight allowance.



Duty Outside the United States

Your weight allowance will be shipped to your overseas station (if not a restricted area) or to any point in the United States.

Contact the overseas area commander or your prospective commanding officer to find out what articles of furniture or household goods will not be needed at your new duty station overseas.

You may request storage (in Government facilities if available) for your household goods for the full time that you are overseas.

See your shipping officer for details and limitations.

Your household goods will not be shipped until you receive your dependents' entry approval, where applicable.



Sea Duty

If you are ordered to a ship or mobile unit, you may ship your household goods to the home port or home yard of the vessel or unit or to any selected point in the United States.

You may be directed to report to a vessel at a place which is not the home yard or home port. Be sure to find out home port of your vessel before shipping household goods.

If you do not want your goods shipped, storage privileges are the same as for overseas duty.



WHEN YOU RECEIVE TEMPORARY ORDERS

Shipments can be made between duty stations, or from and to other places than your duty station (limited in cost).

Shipments will be made at Government expense and you will be billed for excess costs, if any.

When Ordered to School

If storage or shipment is desired, see your shipping officer. He will tell you whether or not your orders entitle you to shipment and/or storage of household goods.



SEPARATION FROM THE SERVICE

If your separation is under honorable conditions you may have your permanent orders weight allowance shipped from your last or any previous permanent duty station to your home.

If your orders direct temporary disability retirement or retirement, see your shipping officer regarding privileges in shipping and storage.



CABIN BAGGAGE

Not more than two (2) standard handbags per person twelve years of age or over will be permitted aboard.

Children under twelve years of age are allowed one (1) standard handbag.

In addition, each person may carry a small case for toilet articles.

Footlockers and trunks are prohibited in cabins.

See NavSAND Publications 271 and 260 for details.



DEPENDENTS SHIPPING

HOUSEHOLD GOODS

WHO CAN SHIP HOUSEHOLD GOODS

Personnel in pay grades E-4 (PO3) and all personnel above that rate are entitled to shipment of household goods.



WHERE YOU CAN GET SHIPPING INFORMATION

Before making any arrangements it is important to get in touch with your shipping officer. He is your best source of information and will give you the word on your shipping rights and limitations. A personal interview with him is recommended. See *BuSAND A Manual*, Articles 29003-11-b (1), for a list of designated shipping activities near you.



HOW MUCH CAN YOU SHIP

Your rank or rate at the time of detachment and the type of orders (temporary or permanent change of station orders) will determine your maximum weight allowance. See text.

You can estimate the weight of your household goods fairly closely by multiplying the approximate total cubic feet of your goods by seven. Cubic footage for average household goods can be found on the inventory form—Standard Form 117—available from your shipping officer.



WHAT YOU CAN SHIP AS HOUSEHOLD GOODS

Usual household items including furniture, household appliances, clothing, baggage, and other similar items can be shipped. See *BuSAND A Manual* (29002-8000-2) for exceptions.

Professional books, papers, and equipment required in the performance of official duties are also permitted.



WHAT YOU CANNOT SHIP AS HOUSEHOLD GOODS

Automobiles or other motor vehicles. They are subject to special regulations. See below.

Automobile trailers may not be shipped even though they may contain household goods.

Boats, pets, wines, liquors, explosives or other items that are liable to damage other property may not be shipped.

Groceries and provisions other than those intended for your immediate family are not allowed.

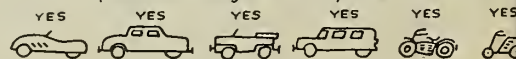
Articles for sale or articles for persons other than you or your immediate family cannot be sent.



MOTOR VEHICLES

Motor vehicles may be shipped via Government-owned vessel to overseas duty stations by personnel in pay grade E4 (PO3) with seven or more years of service and personnel above that rate.

Automobiles, jeeps, motorcycles, motor scooters and motor bikes, and other passenger-carrying vehicles may be shipped. Only one such vehicle may be shipped in connection with PCS (Permanent Change of Station) Orders.



Prepared by All Hands Magazine

ING INFORMATION

EH GOODS

WHAT PAPERS ARE NEEDED

If you make arrangements personally you will need to:

Furnish six (6) "certified" copies of your orders. Each copy must be properly stamped and signed by an officer or notary public.

Fill out Application for Transportation of Household Goods (Standard Form 116).

Fill out Inventory of Household Goods (Standard Form 117).

If your dependent or agent makes arrangements for you, that person must:

Apply to shipping officer at the nearest naval activity.

Furnish six (6) "certified" copies of your orders.

Fill out the above forms (Standard Forms 116 and 117).

Get from you some written authority (letter) or "power of attorney" to act in your name to arrange for shipment or storage.

INSURANCE

This is a matter for you to decide. Commercial insurance is recommended but the Government will not assume the cost of it. If you do—it is very important that you declare the full value of your property and insure it fully to that amount.

Be sure to read your commercial insurance policy carefully! Make sure that you understand its provisions and limitations. See NavSandA Publication 260, available from your shipping officer.

LOSS OR DAMAGE CLAIMS

The carrier's liability is very small as compared to the value of your household goods. If the payment you receive from the carrier does not cover the loss, you may file a claim against the Government. Should you intend filing a claim, contact the nearest shipping officer.

If your household goods are damaged when you receive them, contact the nearest naval activity for instructions. It is all right to sign the commercial bill of lading or freight bill but be sure to note the damage on carrier's copy and your own.

PARTIAL SHIPMENT BY EXPRESS

Under certain conditions you are entitled to ship 500 pounds gross weight (packed and crated) by express to your new duty station.

Your shipping officer will explain the privileges in your case. Refer to BuSandA Manual (29002-8052-1a).

HOW YOU CAN HELP IN PACKING AND MOVING

Be sure you, your dependent, or agent is at home when packer is to arrive.

Take down drapes and pictures from wall.

Arrange for the disconnection of automatic washers, kitchen ranges, refrigerators, freeze units, dryers, and other mechanical articles. Arrange to have them serviced for shipping and storage.

Refrigerators should be defrosted, clean, and thoroughly dried the day before to avoid mildew.

Have telephone and utilities disconnected.

TV antenna should be removed from roof and dismantled. These costs will have to be paid by you.

Purchase a supply of "hard-to-get" spare parts to pack with the article, especially if you are going overseas. (A couple of good mail order catalogues will come in very handy.)

Clothing, furs, rugs, and woollens should be sent to the cleaners to be properly serviced for shipping and storage.

Dishes and cooking utensils should be cleaned.

Dispose of opened but unused foods. Do not pack.

Don't include fresh fruits, plants, or flowers.

Contents of deep freeze units cannot be shipped.

Keep canned goods, sealed groceries, and other food supplies together in one area for shipping.

Remove articles from furniture drawers—especially breakable items, mirrors, framed pictures, and liquids.

Do not overload furniture with packed linens and sheets.

Dispose of old books, papers, magazines, excess furniture, and accumulated "junk." Clean out the garbage containers and wastebaskets you want shipped.

Valuables or items of extraordinary value should not be packed by the owner. They should be shipped by express.

Don't forget to transfer your bank account (if desired), make arrangements to handle contents of your safety deposit box, discontinue milk and newspaper delivery service, and notify post office of your change of address. Notify commercial insurance agents of your transfer.

YOUR VALUABLES

Except when shipments are destined to overseas bases, articles of extraordinary value such as currency, valuable papers, jewelry, stamp collections, silverware, objects made of precious metals will not be accepted by household goods shipping activities.

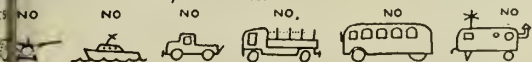
They can be shipped railway express and will be packed and crated in your presence.

See your shipping officer for advice in handling items of extraordinary value. Refer to BuSandA Manual (29002-8052-1b).

ICLES

ailers, trucks (including pickup types), buses, airplanes, and boats are not authorized to be shipped.

See your shipping officer and NavSandA Publication 271 for details on how to condition and service your vehicle, what papers are needed, and to what activity (trans-shipment) application should be submitted. The trans-shipment activity (Navy port of embarkation) will notify you when and where to deliver your vehicle.



March 1955

HOLD BAGGAGE

Footlockers, trunks, suitcases, and similar wooden boxes (not furniture or major appliances) are classified as hold baggage.

Weight limitations are 350 pounds per person twelve years of age or over and 175 pounds for each child under twelve years old.

Hold baggage which cannot be carried on your commercial railroad ticket should be shipped to arrive at trans-shipment point (Navy port of embarkation) at least five (5) days before sailing date.

See NavSandA Publications 271 and 260 for details.



moving household effects

Your Household Goods and Car May Be Shipped At Government Expense If You're PO3 or Above

IN SHIPPING your household effects, you'll find complete information in a very useful pamphlet called *Household Goods Shipment Information* (NavSanda Publication 260). This pamphlet may be obtained from your shipping officer when you receive change of duty orders. It is available at all household goods shipping activities.

Household Goods

The weight allowances for transportation of household effects are as follows:

Captains and above—11,000 lbs.
Commanders—10,000 lbs.
LCDR and WO (pay grade W-4)—9500 lbs.
LT and WO (pay grade W-3)—8500 lbs.
LTJG and WO (pay grade W-2) 7500 lbs.
Ensign and WO (pay grade W-1) 7000 lbs.
Chief Petty Officer (E-7)—6000 lbs.
Petty Officer 1st Class (E-6)—5500 lbs.
Petty Officer 2nd Class (E-5)—4500 lbs.
Petty Officer 3rd Class (E-4)—4500 lbs. (if with more than seven years of service) or 3000 (if E-4 with less than seven years of service).

These allowances are intended to represent the actual net weights of household goods authorized to be shipped at government expense. When any portion of the movement is made by rail or water, the allowance is increased 40 per cent to cover the weight of the materials used in packing for rail or water shipment.

The information below is a summary of some of the more important points that you should know about when shipping your household effects.

- If you are ordered to a ship or mobile unit and if your pay grade is that of an E-4, you may ship your household goods to the home port or home yard of your vessel or unit, or to any selected point in the United States. If you do not wish your household goods shipped, storage privileges are the same as when ordered to duty outside the U. S. If there is any doubt as to the best point to which your goods should be shipped, or your ultimate sea duty assignment, or assignment of your home port, six months' commercial storage will give you time to make up your mind and still permit shipment to any of the points mentioned above.

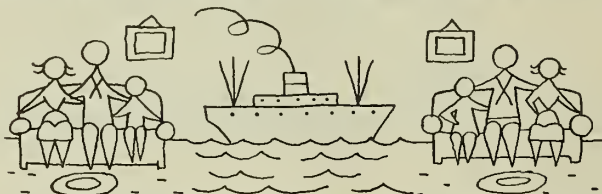
However, before making any arrangements or plans, it is suggested that you contact your nearest shipping officer. He will explain to you your shipping rights and any limitations which may apply in your case.

- Again, if you receive orders to attend a school, and wish to store or ship your household goods, he will be able to determine from your orders whether your goods

may be placed in storage at government expense, and between what points shipment may be made.

- As a rule, you must have received change of station orders before making arrangements for shipment. You must have certified copies of these change of station orders—usually six copies are required for each shipment. In addition, if you desire to have your dependent or agent make arrangements for shipment, you must furnish him with a power of attorney or some other written authority to arrange for the shipment in your name.

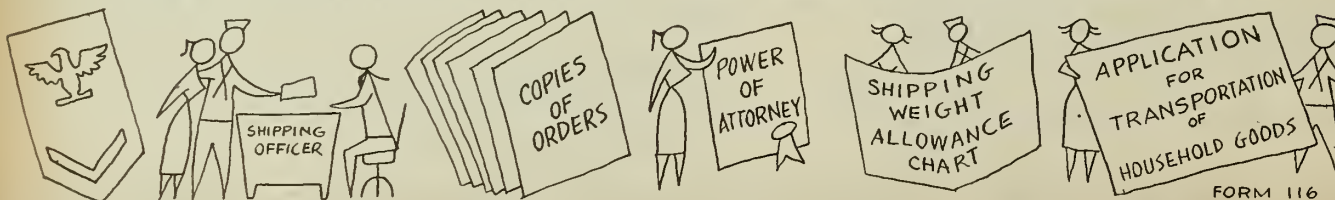
- If you have *temporary* change of station orders you may ship your *temporary* weight allowance of household between your duty stations. You may make shipment from and/or to places other than your duty stations. In such cases shipment is made on a government bill of lading and you will be billed for excess costs, if any.



- If you have *permanent* change of station orders you may ship your *permanent* weight allowance of household goods between your permanent duty stations. You may make shipments from and/or to places other than your duty stations. In such cases shipment will be made on a government bill of lading and you will be billed by the government for excess costs, if any. If necessary, because of conditions beyond your control, and only when approved by your shipping officer, you may also have your goods stored at government expense for a period of six months or less.

You may have your permanent change of station weight allowance of household goods shipped to your overseas station (if not in a restricted area) or to any selected point in the United States. Your shipping officer will explain to you what special privileges are extended to you when military restrictions apply at your new duty station. If you do not wish your household goods shipped to the overseas station you may request to have them stored in government facilities, if such facilities are available, for the full time that you are overseas. Your shipping officer will have specific information regarding available storage and limitation.

In addition to having the certified copies of your orders, you must fill out an "Application for Transportation of Household Goods" (Standard Form 116) and an



"Inventory of Household Goods" (Standard Form 117). This is an important step, because once the application is signed by you, it becomes the authority for making a shipment that may cost hundreds of dollars. Again, your shipping officer will be of invaluable assistance to you.

What You May Ship

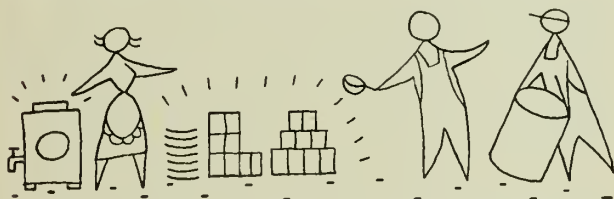
A word on what you may, or may not, ship:

- You may ship usual household items, including furniture, clothing, baggage, and other items of a similar character, as well as professional books, papers, and equipment required in the performance of official duties.

- You may not ship trailers (even though they may contain household goods), motor vehicles, boats, wines, liquors, pets, explosives, or property likely to impregnate or otherwise damage equipment or other property. Other items which cannot be shipped are groceries and provisions other than those for consumption by you and your immediate family, articles acquired after the effective date of your change of station orders, articles for sale, or those intended directly or indirectly for persons other than you or your immediate family.

- Most household carriers will not accept articles of extraordinary value such as currency, valuable papers, jewelry, stamp collections and precious metals or articles manufactured therefrom. Most carriers' tariffs provide that, should such articles come into the possession of the carrier without his knowledge, he will not assume responsibility for safe delivery.

If you have any doubt as to whether some of your goods will be accepted, ask your shipping officer or carrier. Articles of extraordinary value will be packed and crated in your presence and may be shipped via

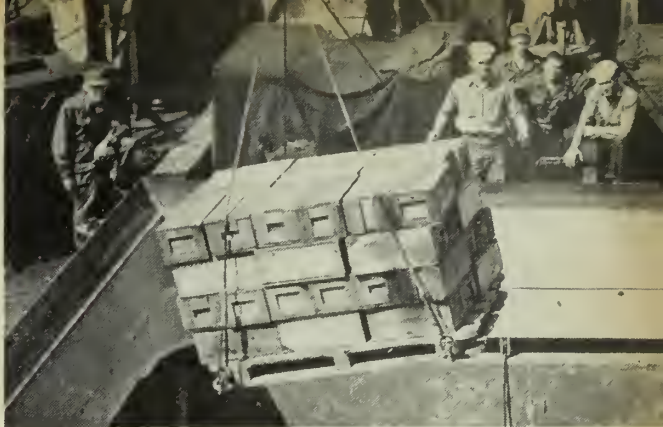


railway express. The weight of these items is part of the 500 pounds which you are ordinarily allowed to ship via express at government expense.

You may, however, declare a higher valuation to protect your goods when shipped by express, but the added cost for this service will be at your expense. This amounts to approximately fifteen cents for each \$100 excess valuation declared.

Generally, these items may not be shipped to a military installation but should be consigned to you or your agent at destination. If you do not have a residence established at your destination, you may have them consigned in care of the express company.

You may ship professional books and papers in addition to your authorized weight allowance if they are used in the performance of official duties. The estimated weight of the professional books must be shown in your application (Standard Form 116) and these items must



be separated from your household goods at the time they are turned over to the shipping officer so they can be packed and marked as professional books, papers and equipment. Otherwise, the weight of these items will be charged against your authorized allowance.

Under certain conditions you are entitled to ship 500 pounds gross weight (packed and crated weight) by express to your new duty station.

Your shipping officer will explain the special privileges that apply in your case. A separate application for shipment of household goods (Standard Form 116) and certified copies of your orders are required. Professional books, papers and equipment shipped by express are charged against this 500 pounds express allowance.

Watch Your Weight (Allowance)

A word of caution—If you ship more than you are allowed, you will be billed for the excess cost by the government. Moving household goods is very costly, so you should be careful not to exceed your weight allowance. Remember that it is difficult to estimate accurately the weight of your household goods.

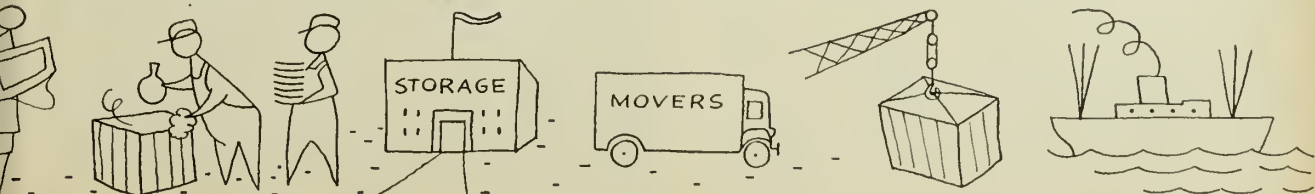
Generally, you are entitled to services of packing, crating, shipment, storage, hauling, unpacking and uncrating of household goods when necessary in connection with your change of station orders.

The shipping officer will designate the method—freight, express, van or water—by which your household goods will be routed.

In making this designation, he must adhere to established transportation policies and practices and the interest of the government. He will, however, also consider your individual needs as much as he can.

Some packers use general terms such as "M" and "S" (marred and scarred) freely, a practice which may later complicate your substantiating a claim for damages resulting from the shipment. It is advisable to make arrangements with the man preparing the inventory to notify you when he intends to use general terms.

If you feel that the inventory does not describe the condition of your goods fairly, request that it be amended or that the location and extent of the exceptions be indicated. No matter how your household goods are shipped, the packers should also remove from



moving household effects

the premises all packing and waste materials resulting from the move and leave your residence in an orderly condition.

Packing and Crating

When moving by van your furniture will not be packed and crated (except for dishes, bric-a-brac, kitchenware and linen). Either your goods will be loaded directly from your residence to an "over-the-road-van" or they may be transported to the carrier's warehouse for consolidation with other lots of household goods and shipped from that point.

The carrier will request that you sign an "Accessorial Services Certificate" which lists the units of packing performed by the packers and other additional services. Before signing the certificate, be sure that units of packing indicated on it are correct.

When moving by water, rail, or motor freight, your dishes, linens, kitchenware, and bric-a-brac will be packed at your residence. These items, along with your furniture, will be taken to the commercial contractor's packing plant or to a government activity where they will be completely packed and crated for shipment.

Regardless of the method of shipment, you should insist that an inventory be prepared and that you be given a copy. This inventory will list the pieces and indicate the condition of furniture and equipment removed from your residence. It will also list the boxes and barrels packed at the residence, but not the individual items in them.

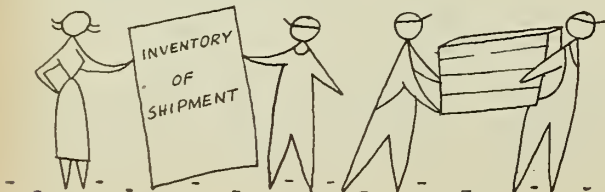
Be sure that you or your agent and the person preparing the inventory sign the inventory. Signing the inventory indicates agreement as to count and condition of the property.

If your household goods were shipped by moving van it is important to permit the delivering carrier to unpack any items which were packed by them in order that the responsibility in the event of damage can be properly placed with the carrier.

Collecting on Damaged Goods

If your household goods are damaged when you receive them, you should immediately contact the nearest shipping officer and request information on procedure to be followed. If a commercial carrier delivered your goods, you must request the carrier's representative to inspect your damaged property.

Do not refuse to sign the commercial bill of lading and/or freight bill or government bill of lading because your property has been damaged. Make a notation on the reverse side of the government bill of lading and in the space "Receipt of Delivery" on the commercial bill of lading and/or freight bill, as well as the "delivery receipt" on the carrier's inventory. Do not discard or have the damaged property repaired before it is inspected.



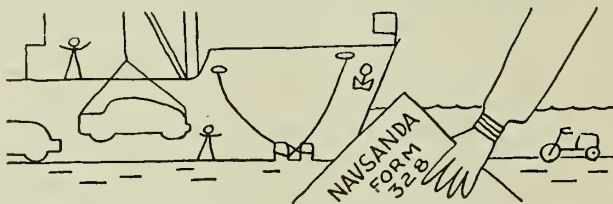
The carrier's liability is very insignificant in relation to the value of your household goods.

On freight shipments, the carrier need only reimburse you to the extent of ten cents per pound for each damaged article. If your goods are shipped by long distance van, the carrier's liability generally will not exceed thirty cents per pound per article. If shipment is made via railway express, the liability is \$50 on any weight shipped up to 100 pounds and fifty cents per pound on a shipment weighing over 100 pounds.

However, if the payment you receive from the carrier does not cover the loss, you may file a claim against the Government. Your shipping officer will advise you how to go about this.

You should contact the nearest shipping officer for detailed instructions about filing a claim for loss or damage. The procedure varies depending upon whether your goods were privately insured, transported by a commercial carrier, or entirely by government conveyance. It is important that you contact your nearest shipping officer promptly if you intend to file a claim, since there is a time limit for filing.

Whether or not you decide to insure your household



goods is up to you. The government will not assume the cost of any commercial insurance. You may, however, present a claim to the government for loss or damage resulting from the shipment and this privilege in itself is similar to an "all risk" transportation policy. Reimbursement by the government is limited to \$2500.

There are, however, certain facts concerning claims against the government which should be considered. Where excess weight is involved in the shipment, the reimbursement for loss or damage would be prorated.

If you think it advisable to buy commercial insurance, you should find out exactly what type of coverage you are buying.

Always ask for a copy of the insurance contract and read it carefully so that you are sure you understand its provisions. Many of the so-called "all-risk" transportation policies do not cover damage due to marring.

This type of policy usually expires when the goods are delivered to the consignee. This means that where goods are delivered by van to a warehouse for storage, your insurance policy expires as soon as the goods are accepted by the warehouse unless previous arrangements have been made for its extension.

Auto Shipment Overseas

As a rule, only personnel in pay grades E-4 (with seven or more years' service) and above are authorized to ship motor vehicles overseas. The term "motor vehicle" includes jeeps, automobiles, motorcycles (with or without side cars), motor scooters and motor bikes. The shipment of trailers, trucks (including pickup types), buses, airplanes or boats (including motor boats) is not authorized. You may ship only one vehicle.

The first step in this process is to obtain a "Motor Vehicle Shipment Application" (NavSanda Form 322) from your shipping officer and submit it, along with two certified copies of your change of station orders, at once to the port from which your car will be shipped. It is suggested that you act promptly because shipments are made on a priority basis. You may get NavSanda Form 322 from your nearest shipping activity, and your shipping officer will tell you of the proper address to which the form should be forwarded.

Although there is nothing more for you to do officially until you receive notice from the port authority of the date you should deliver the vehicle, there are a few things you should do while you are waiting.

You must have your registration card and in the event a lien is held against the automobile, you must have a letter from the holder of the lien, granting you permission to take the car out of the U. S. If you do not deliver the car in person, your agent should have a power of attorney or written authority to represent you.

When you deliver the car to the shipping officer there must be a full set of keys and the gasoline tank cap must be of the type that locks. In addition, all mirrors, hubcaps, tools and other loose items should be



removed from the car and placed in a box. Although the box may be left in the trunk compartment of the automobile if you wish, it should be marked with your name, grade, service number and destination.

When the shipping officer receives your car there is nothing more for you to do until you pick it up at your next duty station where local regulations govern.

Here's Check-Off List

Now that you've read the summary on HHE, here's a check list of things to do and things not to do:

• What You Should Do

✓ Have sufficient certified copies of your change of station orders (usually six for each shipment of household goods). Then, contact your shipping officer at least five days in advance of your moving date.

✓ If you have professional books and papers to be shipped, advise the shipping officer in order that they may be packed and weighed separately.

✓ If you plan to proceed to your new duty station before your household goods are shipped, leave or send your wife sufficient number of certified copies of your change of station orders. Also leave or send power of attorney or written authority for her to make shipment.

✓ If you have gold, silver, or other valuables to be shipped, inform your shipping officer in order that special arrangements can be made for their shipment.

✓ Get all the information possible about housing conditions at your new duty station before requesting shipment of your household goods. (See p. 13.)

✓ Request storage at point of origin whenever you are in doubt as to you want your goods shipped.

✓ If your household goods are going by van, be sure to obtain a copy of the inventory sheet from the driver.

✓ The van driver will request you to sign a "certificate of packing." The certificate contains an itemized list of the units of packing performed at your residence. Be sure to check the certificate carefully and never sign it in blank.

✓ If your orders are changed or cancelled, or a change of destination of the shipment is desired, contact the shipping officer immediately.

✓ Be sure to have your automatic washing machine, deep freezer, refrigerator and television set serviced for shipping. The government does not perform this service. See your electrical dealer for such service.

✓ Obtain from your shipping officer the approximate time of arrival of your goods at destination.

✓ You or your wife should be at home on the day of the expected move.

✓ Make arrangements for receipt of the property at destination. If you cannot be at the destination at time of arrival of the goods, advise the shipping officer to instruct the carrier to notify you by mail or telephone at your new address when goods have arrived. You can then arrange for delivery. In case of direct delivery by van, you or your agent must be at home to receive it.

✓ Turn over all your household goods for the same destination at one time, except silver, gold, items of extraordinary value, or items to be shipped by express.

✓ Clean china and cooking utensils and stack on top of table, ready for the packer.

✓ Call to the attention of the movers fragile items such as chinaware and delicate glassware.

✓ Keep groceries and food supplies together in one place for proper packing.

✓ Remove articles from drawers of furniture intended for packing and crating. The extra weight in furniture drawers tends to damage them. However, if furniture is to be moved by van, linens and clothing may be left in the drawers.

✓ Make arrangements to have your telephone service and other utilities discontinued.

✓ For your own convenience in unpacking or storage, paste a label on each box or trunk showing its general contents.

• What You Should Not Do

✓ Do not request shipment to a place other than your new duty station without finding out first how much it will cost you.

✓ Do not contract for shipment with commercial concerns unless you have been authorized to do so in writing by your shipping officer.

✓ Do not become alarmed if the movers are not at your residence at exactly the appointed time. It is very difficult to schedule a move at a precise hour.

✓ Do not request special services from the carrier until after you have checked with your shipping officer.

✓ Do not pack your dishes or bric-a-brac yourself. Leave this to professional packers. They are qualified to do the job. Usually commercial firms will not pay claims for damages on items which they do not pack.



dependents schooling

An Overseas Assignment May Lead to Unusual Educational Opportunities for Your Children

On your first assignment to duty at an overseas base, you no doubt will wonder "What about education for my children?" You may be assured that there will be reasonable educational facilities available for your school-age children—either through attendance at organized schools or through correspondence work.

The Department of the Navy provides educational opportunities, within limitations, for the education of your dependents in overseas areas.

Any unmarried child, stepchild, or adopted child who is actually dependent on you as a parent, and who will have reached his sixth but not his 21st birthday by 31 December of the school year currently in progress, is eligible for educational assistance up through the high school level, at the expense of the U. S. Navy, while you are stationed at an overseas base.

Your dependents may take advantage of the following types of education at Navy expense:

- Navy-maintained schools.
- Schools operated by other service branches.
- Schools operated by local civilian agencies (churches, governmental or private).

- Correspondence and home study courses.

Where a Navy-maintained school is established it is expected that naval personnel attached to the activity maintaining the school, or stationed within a reasonable daily commuting distance, will send their dependents to that school. However, you may send your dependents to other schools, when there is a Navy-maintained school available, if you bear the expense without assistance or reimbursement from Navy funds.

Following is a list of 14 overseas duty stations where Navy-maintained schools are available for your children: Argentia, Newfoundland; Guantanamo Bay, Cuba; Izmir, Turkey; Kwajalein, Marshall Islands; Midway Islands; Naples, Italy; Port Lyautey, French Morocco; Sangley Point, Luzon, P. I.; Subic Bay, Luzon, P. I.; Saipan, Mariana Islands; Tainan, Formosa; Tsoying, Formosa; Trinidad, B.W.I.; Yokosuka, Japan.

At activities where Navy-maintained schools are not available, you will be expected to send your dependents to schools in the immediate vicinity maintained by the Army or Air Force. These Services in turn will be reimbursed from appropriated Navy funds.

In cases where you are expected to send your dependents to local schools other than those maintained by the Armed Services, the following points are taken into consideration before Navy funds are made available:

- It must be determined that the school will accept your dependents and adequately accommodate them.

- The schooling provided equals that normally provided in public schools in the U. S.

- English must be the language of instruction.

The Navy will contribute toward tuition in some schools even though the last two considerations are not met if you, as the child's parent, accept it.

Since the purpose of dependents' schooling overseas is to keep the Navy family together, appropriated Navy funds will not be used to provide schooling that requires your child to live away from your home.

When the establishment of a Navy school is not feasible and attendance in any other local school is impossible or impracticable, you may instruct your children through home study or correspondence courses provided at Navy expense. Various schools have well-

prepared courses available for all grades from one through eight, and the majority of high school subjects. You may address a request for additional information about overseas dependents schooling to

the Chief of Naval Personnel (Attn: Pers C113), Navy Department, Washington 25, D. C., via official channels.

As a final note, it is suggested that you make all arrangements for schooling in accordance with instructions put out by the activity to which you are attached overseas. Do not make arrangements on your own: keep in mind that you cannot be reimbursed for money which you spend for your child's schooling.

Scholarships for Your Children

Through your service in the Navy your son or daughter may be eligible for scholarship assistance at any one of a number of colleges and universities throughout the U. S.

Many scholarships have been set up by schools and colleges, through alumni or philanthropists, for which dependents of naval personnel may be eligible to apply. In some cases certain associations of naval personnel or their dependents have set up special scholarships.

Full information on the provisions and numbers of the scholarships available to your children may be obtained by writing to the Chief of Naval Personnel, (Attn: Pers G212), Washington 25, D. C.

In addition to scholarships for your children by virtue of your service in the Navy, BuPers also has information on many other scholarships available to any youngster of secondary school or college age.



Interested in Sports, Hobbies, Books, Movies? Your Recreation Program Fills the Bill in These and Other Off-Duty Activities

BESIDES YOUR FINANCIAL, housing, medical and many other problems, the Navy is also vitally interested in your recreation and your physical fitness. This heading of "recreation and physical fitness" includes activities ranging from ship's movies and hobby shops to intramural, All-Navy and Inter-Service athletics.

As you know, a man in good physical condition develops his reflexes and thinking to top efficiency. This pays off in all kinds of emergencies, both aboard ship and ashore, where a clear mind and fast, correct action are vital. That's one of the reasons why the Navy stresses a comprehensive intramural sports program where every man has a chance to display his athletic abilities.

Another result of this intramural physical fitness program is the development of service-wide championship teams. The better the competition, the better the teams your ship and station are going to produce.

Navy Sports Program

The Navy Sports Program consists of voluntary off-duty participation by you and your shipmates. The program includes organized competitions in the major sports at intramural, intra-district, intra-area, and intra-type levels. ("Intramural" simply means sports between teams within your ship rather than ship-to-ship or broader sports programs.)

Aboard your ship or station, there are usually intramural leagues in basketball, softball, touch football, volleyball and bowling. And if you're on a shore station, maybe you'll have an opportunity to play such games as squash, handball, badminton and even learn judo.

There will be, of course, some men in your outfit who are a little better-than-average athletes. If you are one of these, you'll want to join the station "varsity" team which will compete in district, area, Fleet and All-Navy competitions. Also, during Olympic years, if you have extraordinary ability you will be given every chance by the Navy to train and participate in the elimination tournaments necessary to qualify as a member of the United States team. It's pretty rare, but if you

are successful, you will be issued authorization orders to travel with the U. S. Olympic team. Selection of naval personnel for participation in the Pan-American games is handled in the same manner as for the Olympic Team.

"A sport for every man" is the motto of the Navy's sport program. Just because you're not of Olympic caliber in your athletic abilities, there is no reason to believe that the Navy has left you out of its sports planning.

It depends on where you're on duty, but the Navy offers the following sports at one or more activities: boxing, baseball, football, basketball, golf, swimming, track and field, hunting, fishing, squash, handball, archery, tennis, badminton, softball, boating, bowling, fencing, gymnastics, soccer, weight lifting, judo, lacrosse, touch football, table tennis, shuffleboard, billiards, volleyball, wrestling and water polo. You won't,



of course, find all of them at any one place. The sports program at any one activity is determined by the requests of the men at that activity—use your Enlisted Recreation Committee! (See below).

Navy Fleet Motion Picture Service

Nightly movies will form a big part of your entertainment, especially if you're serving at sea. The Navy has an organization that is solely concerned with obtaining movies for your ship. The Navy Fleet Motion Picture Service provides 16-mm entertainment motion picture film for exhibition without charge aboard ships and at most stations located outside the continental U. S.

The lists of latest released films are published monthly in ALL HANDS magazine. These movies are available to your ship at Fleet Motion Picture Exchanges.



The motion picture films, distributed under the Fleet Motion Picture Plan, are leased from the motion picture industry and are distributed at no cost to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund and supplemented by annually appropriated funds.

Navy-Marine Corps Motion Picture Plan

This plan should not be confused with the one discussed previously. The Navy-Marine Corps Motion Picture Plan provides films for your entertainment at certain stations and activities in the continental U. S. and Hawaii. Arrangements for the distribution of this film is made by the respective naval district commanders. Here's the list of people that may attend motion pictures at your station:

- Naval personnel on active duty.
- Personnel of other services when assigned to duty at or associated with a naval activity.
- Dependents of military personnel attached to the activity.
- Dependents of military personnel not attached to the activity when such dependents have exchange and/or commissary store privileges at the activity exhibiting the film.
- Civilians authorized to reside within the activity.
- Uniformed Red Cross personnel when assigned to duty at the activity exhibiting the film.
- Patients in naval hospitals and their attendants.
- Casual guests. A casual guest is defined as one who is visiting for other than the express purpose of attending the film exhibition.

Hobby Craft Program

Are you a "do-it-yourself" man? If you like to build such things as furniture, model ships and aircraft, do leatherwork, or even make repairs on your automobile, the Navy's Hobby Craft Program is for you. Besides the space to work, the hobby shop has tools to do the job, such as leatherworking tools, mechanic's tools and hand and powered woodworking equipment such as band saws, circular saws, sanders, routers and lathes.

At most places, the hobby shop has for sale a reasonable supply of such items as lumber, model kits, leather, lacquer, varnishes, sandpaper and paint brushes at a reduced price. Also, qualified instructors are available to help you in planning your project and help you overcome problems. There are also some guides published by the Navy to help you. These hobby craft pamphlets can be purchased by your recreation fund

from BuPers. Information concerning these pamphlets may be obtained by writing the Chief of Naval Personnel (Pers G11), Washington 25, D. C. In addition, booklets covering various other hobbies can be obtained by writing to the Superintendent of Documents, Government Printing Office, Washington 25, D. C.

Library Program

Navy men are some of the biggest readers in the U. S. Collectively, you and your shipmates tackle nearly two million new books a year—with subjects ranging from science fiction and natural history to "who-dunits" and "how-to-do-its." The Navy's Library Services is continually trying to fill book requirements for professional and general information, to supplement formal training and for leisure-time use.

Each ship and station has its own library for the Navyman's information, education and recreation. Books for your ship and station libraries are bought through the Library Services Branch of the Bureau of Naval Personnel. This unit selects many new titles each



month from advance copies sent out by publishers. Virtually every book published or marketed in the U. S., which seems likely to interest you and your shipmates, is reviewed. A short list of the outstanding books selected is reviewed each month in **ALL HANDS**.

Since you are the one that will be reading the books, you are encouraged to let your likes—and dislikes—be known to your librarian. Your CO may write to the Chief of Naval Personnel, (Library Services Branch), suggesting books that you would like to have in your library. Not all requests can be filled, however, and certain limitations, such as the "budget" and "good taste" must be observed.

The books in the Library Program are issued to ships and stations at no cost. According to the *Special Services Manual*, the minimum standards aboard ships are three books for every two men aboard, while ashore the minimum ratio is two books per man. Also, your Unit Recreation Fund usually buys many magazine and newspaper subscriptions and keeps a large stock of phonograph records for your use.

Next time you get a chance, drop in at your ship or station library. If your taste runs toward westerns of the Zane Grey caliber, or if you've been meaning to read Churchill's latest book or, perhaps, the Forrestal Diaries, your library, can supply your reading wants.

Officers' Messes and Enlisted Men's Clubs

Commissioned Officers' Messes, both Open and Closed, have been established to provide lodging, dining, social and recreational facilities for commissioned officers. Chief Petty Officers' Messes and Enlisted Men's Clubs have the same purpose as the Officers' Messes but their primary mission is to provide meals, refreshments and recreational facilities for you and your guests.

Just about every shore station in the U. S. and most



overseas bases have Enlisted Men's Clubs. Many clubs feature outstanding professional bands and entertainment. Also, you're always welcome at the clubs maintained by the other services.

Ship and Station Newspapers

If you have a normal sense of curiosity, you want to know what's going on in your ship or station. You're vitally concerned in the directives and instructions that concern your advancement, pay, sea/shore rotation and other special orders. This professional information, as well as items of more personal interest, is provided by your ship or station newspaper.

Besides official and personal information, your paper also tells you about the various training courses available, may provide a list of movies for the week, the menu to be served, intramural and varsity sports and other recreation activities.

No matter how simple or elaborate your paper may be it is, in most cases, financed by the Unit Recreation Fund.

Where Your Recreation Comes From

You can readily see that it takes a lot of money to provide these many recreation facilities for you and, in many cases, your dependents. All these facilities, theaters, sports equipment, swimming pools, libraries, EM and CPO clubs, represent a large investment by you, the Navyman. They are owned by you and operated for your benefit. Be sure to get the greatest possible benefit from them.

Recreation Funds

There are several types of recreation funds. Although



different, each gets almost all its cash from the same place: Profits made from sales to you and your dependents at Navy Exchanges and ship's stores.

The description, basic policies, regulations and procedures for the administration of Navy Recreation Funds and the conduct of Special Services Programs are outlined in the *Special Services Manual* (NavPers 15869). Briefly, these funds are:

- **Unit Recreation Fund** — This is the type fund that you will probably be most interested in since it is the recreation fund of your ship or station. It finances your ship or station's athletic program, stage shows, movies, all hands parties, station newspapers, games, your local EM and CPO clubs, and supplements your library facilities. From this fund, too, comes the money to buy flowers for your chapel on Sundays, for the many magazines and newspapers that you find in your library.

You should also be interested in this fund because, at one time or another, you might be designated by your commanding officer to assist in its administration by your appointment as a member of the Enlisted Recreation Committee. More on the ERC later.

- **Composite Recreation Fund** — The Composite Recreation Fund is similar to the Unit Recreation Fund. It serves personnel from several naval activities grouped close together, where only one set of basic recreation



facilities is available and there is only one major source of revenue.

The administration of this fund, like the Unit Fund, is by the commanding officer of the station where the major source of revenue is located. The CO is aided by the Recreation Council, made up of officers from each participating activity, and the Enlisted Recreation Committee, composed of enlisted representatives of each participating activity.

- **Command Recreation Fund** — This fund is established and maintained at command level, such as a naval district or river command, air training command, type command, or naval force command, for the administration of Unit and Composite Recreation Funds within that command.

The Command Recreation Fund is used for loans or grants for recreational purposes to units and activities within the command, to pay approved obligations and for the transfer of funds to the Bureau of Naval Personnel Central Recreation Fund.

- **BuPers Central Recreation Fund** — The Bureau of Naval Personnel Central Recreation Fund is the "big" fund. It supports the recreation program of the entire Navy by supporting, equalizing and administering the various recreation funds of the Navy.

The Central Recreation Fund consists of a share of the profits of the Navy Exchanges and ship's stores, balances remaining in the recreation funds of decommissioned or disestablished naval activities and gifts or donations accepted by the Navy Department for the recreation of naval personnel.

If your unit has no ship's store or Navy Exchange, your recreation money comes from your type command recreation fund. If the Command Recreation Fund is



unable to finance your activity's request, the Command Fund administrator may forward the request to the Chief of Naval Personnel with the recommendation that the money be allocated from the BuPers Central Recreation Fund.

Such items as swimming pools, EM Clubs, golf courses, tennis courts and softball diamonds are financed, entirely or in part, by the BuPers Central Recreation Fund.

Enlisted Recreation Committee

You should know something about the Enlisted Recreation Committee for two reasons: (1) Its members might be able to do you some good; and (2) you may be appointed a member of one some day.

The Enlisted Recreation Committee aboard your ship or station, like all similar committees, was formed on the authority of Articles 1220, 1224, 1224.1 and 1224.2 of the *Special Services Manual*. All ships and stations have a committee of this sort to help improve and expand the recreation facilities for the men aboard.

Recreation Council

Next in the recreation "chain of command" is the Recreation Council, which is composed of three or more officers. The Council considers suggestions from



the ERC and passes them on to the CO with its recommendations.

The Enlisted Recreation Committee meets once a month, a few days before the meeting of the Recreation Council. In this meeting, the division representatives discuss projects in progress, future possibilities and put their suggestions in writing for presentation to the Council.

The minutes of the Enlisted Recreation Committee are signed by all members and these are later made a part of the minutes of the meeting of the Recreation Council.

Basically, the Enlisted Recreation Committee is afforded the opportunity to inspect the Recreation Fund books to find out how your recreation money is being spent and to make suggestions to the Recreation Council. The committee, composed of representatives from each of the ship's divisions, is able to get a cross-section view of just what the men want in the form of athletics and recreation.

For example, say your shipmates want to stage a ship's dance. The idea originates in the ERC. The committee then begins the necessary "leg work" to find out where a dance can be held, the cost of renting a hall, the approximate cost of food, refreshments, etc. It then presents the request, along with a full report on the estimated cost, to the Recreation Council, which considers it and submits its recommendations to the skipper.

The commanding officer, by regulation, is responsible for the expenditure of all funds. Therefore, he endorses his approval or disapproval of this request, as

well as all other requests to spend recreation funds.

Other Uses of Recreation Funds

There are many ways, some of which are not too well known, that you can use your Unit Recreation Fund. If your shipmates want to expand their intramural sports program, the place to start is your Enlisted Recreation Committee.

You may want to request money for equipment, awards for the winners, payment of officials and other expenses to run a league. The necessary money can be authorized from the Recreation Fund. 'Rec' money can also be used to sponsor picnics, buy radios and television sets for recreation rooms and for magazine and newspaper subscriptions.

Books are sent to your ship and stations by the Library Services of BuPers. Some are sent automatically, others in response to requests for additional library books. If the books you get are not enough to fill your needs, the Recreation Fund may be used to buy more.

Another little known function of your Recreation Fund is non-interest-bearing emergency loans to you and your shipmates. If, after investigation, your commanding officer finds that a real emergency exists, he may approve such a loan, provided that the services of the Navy Relief, Red Cross, or other similar relief organization are not readily available.

Who Can Use Facilities?

You've probably heard of the many recreation facilities provided by the Navy and you've also used them. The question sometimes arises as to the eligibility of others to use these facilities. You, as an active duty Navyman, take first priority. Although the final decision is up to your commanding officer, here are the people that are normally eligible to participate:

- All active duty military personnel and their dependents.
- Civilian employees and their dependents and other civilian personnel associated with the Navy outside the U.S. and Hawaii—when specifically authorized by the Chief of Naval Personnel.
- Civilian employees and their dependents and other civilian personnel associated with the Navy outside the U.S. and Hawaii—when given full Navy Exchange or ship's store privileges.
- Red Cross uniformed personnel and their dependents when assigned to duty within a naval activity.
- Veterans hospitalized in naval hospitals.
- Military personnel of foreign nations when on duty with the U.S. Armed Forces.
- Guests of military personnel on a limited basis as authorized by your commanding officer.

In the final analysis, however, all the facilities mentioned above will be only as good as your use of them. Your ship or station might have a tremendous Hobby Shop lay-out, but it won't be worth anything to you if you don't use it. And indirectly, you'll be losing the "dividends" on your investment in your Unit's Recreation Fund.



reenlistment bonus

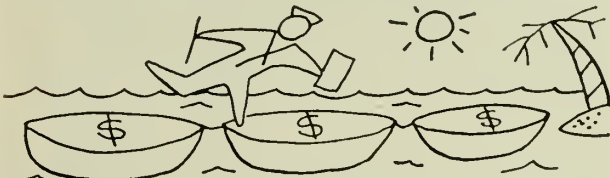
Bonus for Extension or Reenlistment, Plus Your Leave and Travel Allowance, Can Form Tidy Sum

RREENLISTMENT BONUSES are better than ever under the present revisions to the Career Compensation Act of 1949.

The bonus plan, enacted as Public Law 506, pays the biggest sum to men executing a first reenlistment, with payments growing consecutively smaller for second, third, and fourth or following reenlistments.

One example of the amount of money which may be drawn under the new system is furnished by a second class draftsman (DM) on duty in the Washington area. He shipped over for six years shortly after the new bonus law went into effect—and drew a total sum of \$1575.07, of which \$1054.86 was reenlistment bonus.

His bonus was figured on the basis of a first reenlist-



ment in pay grade E-5 and with over eight years' service. In addition to his bonus of \$1054.86, the draftsman drew \$175.81 for unused leave, \$44.40 for travel allowance to his home in Michigan, and \$300 mustering out pay.

Two first class petty officers in *uss O'Bannon* (DDE 450) drew even more, one of them picking up a total of \$2059.74 and the other \$2018.74.

Definitions You Need to Understand

Before we go into the new law, let's look at a couple of definitions you must understand:

Reenlistment—For the purpose of determining your right to a bonus under the new law, "reenlistment" means:

- An enlistment in the Regular Navy after compulsory or voluntary active duty in either a Regular or Reserve component of the Navy, or
- A voluntary extension of an enlistment for two or more years.

For the purpose of the new law only those previous reenlistments for which a *reenlistment bonus* was authorized will be counted in computing your bonus on the basis of first, second, third, or later reenlistments. Take the case of a man who served one hitch and was entitled to the "*reenlistment allowance*" (\$50 for each year of the old hitch) instead of a bonus for his second hitch. He is now about to enter his third hitch, but he is in effect starting only his *first* reenlistment. However, if he had been authorized the *bonus* at the start of his second hitch instead of the allowance, he would now be facing a *second* reenlistment and would have to settle for less money.

Active Federal Service—"Active federal service" is defined as *active service* excluding time lost and leave without pay in the Army, Navy, Air Force, Marine Corps, Coast Guard, or any of their components. (Only such time as is *actually* served during a minority en-

listment or an enlistment which is terminated before its normal expiration date may be counted as active service.)

Inactive service in a military reserve component is NOT "active Federal service" for purposes of reenlistment.

Eligibility for Reenlistment Bonus

With a few restrictions the new reenlistment bonus law applies to the following:

- Any enlisted person who reenlists in the Regular Navy on or after 16 Jul 1954, if such reenlistment occurs within 90 days after his date of last discharge or release from active duty in the same service.
- Any officer or warrant officer who reenlists in the Regular Navy on or after 16 Jul 1954 within 90 days after date of release from active duty as an officer or warrant officer, if he served in a Navy enlisted status immediately before serving as an officer or warrant officer.

Some Navymen Have Choice of Bonus

Men who reenlist in the Regular Navy on or after 16 Jul 1954 and are entitled to a reenlistment bonus must decide whether to receive payment under the new bonus law or under the previous one (which provides the set sum of \$160 for a four-year reenlistment or \$360 for a six-year reenlistment). Also, men who have the option of the pre-1949 enlistment allowance retain their right to select the allowance instead of a bonus.

However, once a man decides to receive the reenlistment bonus under the new law, any further bonuses must be paid under the new law.

Moreover, men whose *first* enlistment occurred after



reenlistment bonus

16 Jul 1954 will be eligible for reenlistment bonuses only under the new law.

How to Compute Your Bonus

Here are the main points of the new bonus set-up. The amount of your reenlistment bonus will be computed by multiplying the *number of years for which you reenlist* by: (a) an amount equal to *one month's basic pay* to which you were entitled on the date of your last discharge or release from active duty for your first reenlistment, or (b) an amount equal to *two-thirds, one-third, or one-sixth* of one month's basic pay to

authority for such a bonus, may not exceed \$2000.

By using the tables which appear on pages 72 you may figure your basic pay. Jot down your answer. Use with following table in computing your bonus.

How Reenlistment Bonus Works

Here is an example of how the table works. Suppose you are a third class petty officer (pay grade E-4) at the time of discharge, have no previous service other than the four year enlistment just completed, and are facing your first reenlistment. According to the table you are entitled to one month's basic pay for each year of your reenlistment. This base pay, with longevity for over two years' service, amounts to \$129.95. If you reenlist for

Reenlistment Bonus

Pay Grade	First Reenlistment	Second Reenlistment	Third Reenlistment	Fourth & Other Reenlistments
E-7	Equals one month's basic pay for each year of reenlistment	Equals 20 days' basic pay for each year of reenlistment	Equals 10 days' basic pay for each year of reenlistment	Equals 5 days' basic pay for each year of reenlistment
E-6	Same as above	Same as above	Same as above	Same as above
E-5	Same as above	Same as above	Same as above	Same as above
E-4	Same as above	Same as above	Same as above	Same as above
E-3	Same as above	Same as above	None	None
E-2	Same as above	None	None	None
E-1	Equals 20 days' basic pay for each year of reenlistment	None	None	None

which you were entitled on the date of last discharge or release from active duty, for the second, third, or fourth (and following) reenlistments, respectively.

Basic Pay is considered to be the base pay for your grade, plus the longevity you were actually drawing at the time of discharge for reenlistment purposes. (It should be noted that when a man, completing a four-year hitch, reenlists for a second hitch, if he has had no prior service other than the enlistment just completed, he is drawing longevity for only two years. The second two-year period, even though completed, does not increase your basic pay until the service is actually confirmed and you have served at least one day over four years.)

Any man who reenlists after completing a total of 20 years of active federal service, is not entitled to a reenlistment bonus, under the new law.

The reenlistment bonus under the new law payable for a reenlistment which will extend your total active federal service beyond 20 years will be computed by using as the multiplier only that number of years or fraction of a year (months and days) which, when added to your previous active service, totals 20 years.

The cumulative amount of reenlistment bonuses which you may be paid under this and any other

four years your bonus will be four times \$129.95, or \$519.80; a six-year reenlistment would give you a bonus of \$779.70.

Say that you entered a six-year hitch, following your initial four-year enlistment and that you advanced to pay grade E-6—first class petty officer—during this six-year hitch. Now, if you ship for another period of six years (your second reenlistment) you will draw a bonus of \$794.94. (As a first class PO with over 8 years'



longevity your basic pay is \$198.74. For a second reenlistment the bonus, according to the table, is figured on the basis of two-thirds of your base pay, or \$132.49. Therefore, your bonus will be six times \$132.49.)

On completion of this third hitch you have a total of 16 years' active service; however, your basic pay on date of discharge is based on longevity of only over 14 years. If you are still first class your basic pay is \$221.68. Ship for four and you are entitled to one third of this amount (\$73.89) for each year of your third reenlistment, making a final "re-up" bonus amount of \$295.56.

Thus, by the time you've signed for the last four years of your "twenty," you will have drawn a total bonus of \$1870.20, plus the leave pay, rations, travel allowances, etc., which you normally draw at the time of each discharge. Under the old bonus system the same three reenlistments would have given you a total bonus of only \$880.

Men with long service may not fare so well under the new bonus law as under the old, but they have the right to select whichever plan will benefit them most.



purchasing a home

Navyman on Active Duty Can Purchase Their Own Homes Under New Law Providing Special Financing Program

BUYING A HOME is the biggest single purchase of a lifetime for most of us—and a “best buy” for the man with a family. Navyman may take advantage of several plans to help them in buying a home, either for a residence after retirement or for a permanent home now. One of the best of these, which is discussed here, is the FHA home loan insurance authorized by the 83rd Congress for servicemen on active duty. Complete procedures for obtaining this insurance are set forth in SecNav Inst. 1741.4. Another method of buying a home is under the G. I. Bill. It was discussed along with other G. I. Benefits, in the last issue of *ALL HANDS* (February 1955, page 20.) See also page 58.

Designed to help you purchase needed housing, the new law authorizes the Federal Housing Administration to insure (at the discretion of the FHA Commissioner) loans up to a total of \$17,100 or 95 per cent of the FHA-approved value of the home, whichever is the lower figure.

Note that the FHA will base the percentage of its



insurance on the *FHA-approved* value of the property, *not* on the purchase price. Therefore, you should make sure that the FHA appraisal equals the purchase price or you will be forced to make a down payment of more than five per cent of the purchase price.

Since the usual FHA loan guarantee covers only 90 per cent of the first \$9000 and 75 per cent of the remainder of the FHA value of a house, down payments for servicemen under the new plan are considerably reduced. Also, under normal FHA terms five per cent interest is charged on mortgage loans, with one-half of one per cent of this being for the mortgage insurance premium. Under the new set up the Navy will assume responsibility for the mortgage insurance premium of one half of one per cent of the unpaid balance of the loan during the period you remain on active duty.

How Home Loan Insurance Works

For an example let's consider a house which sells for \$15,000. Under earlier procedures, the FHA would insure \$8100 of the first \$9000 and only \$4500 of the remaining \$6000—provided, of course, that the FHA-approved value of the property was \$15,000. Under this procedure, your down payment would be about \$2400.

Under the new section of the law the Navyman with a certificate of eligibility could purchase the same property with a down payment of approximately \$750. However, nothing in the new law relieves you of responsibility for regular payments on the principal and the four-and-a-half per cent interest.

And FHA's regular criteria will be used in approving insurance loans, which means that in order to be eligible the Navyman must meet all income and credit requirements.

To understand just what the new law offers you, the following definitions must be understood:

- **Housing** means a dwelling unit designed for one-family residence for occupancy by the serviceman as his home. The house you buy does not necessarily have to be in the location where you are stationed; however, you must certify that you or your family will occupy the property or that your inability to do so is the result of military orders.

- **Period of ownership by servicemen** has been defined by the Federal Housing Administration to mean that period of eligibility during which the Navy is required to pay the mortgage insurance premium to the FHA.

First step in applying for the insurance is the completion of Department of Defense Form 802, “Request for and Certificate of Eligibility.” Part I of the form (Request for Certificate of Eligibility) requires the following statements: a) That you are currently serving on active duty; b) that you have served on active duty in any of the Armed Forces more than two years (not necessarily continuous); and c) that you require housing.

Part II of the form is the Certificate of Eligibility and is completed by one of the following persons: 1) Secretary of the Navy; 2) Chief of Naval Personnel; 3) commanding officer or officer in charge of activity having responsibility for the custody and maintenance of personnel records.

The original and three copies of the approved certificate will be returned to you. You present them to the FHA-approved institution willing to make the loan on the property you desire. FHA regulations then require



the lender to forward the original and two copies of the certificate along with other documents required by FHA regulations.

FHA completes Part III of the form, either endorsing or rejecting the loan. Eventually the original certificate is filed in your service record, where it remains as long as the insurance is in force.

Certificates will not be issued to personnel called to active duty for training purposes only.

In addition, the Commissioner of the Federal Housing Administration has advised that provisions of the new legislation will permit service personnel to construct or purchase a needed home, but it will *not* permit the refinancing of a home already owned by the serviceman.

Both officers and enlisted personnel are eligible for benefits under the present law. Use of the mortgage guarantee will not prevent Navymen from using the regular GI home loan provisions, and those who have already used their GI loan privilege may still apply to the FHA.

Regardless of whether you use your GI Bill, the FHA mortgage or some other method of financing your "dream house" there are a number of precautions you should bear in mind.

- Be sure that any promises or agreements between you and the seller are put in writing and signed, *subject to the approval of your attorney*. You'll find that the money paid to a competent lawyer for advising you on every step in the process of buying a home will assure you of getting a fair deal.

- Stay within your budget and you will never lose your home. Remember this: In addition to the down payment of your new home, you will need additional money for such items as closing costs, fire insurance, and lawyer's fees which can amount to a few hundred dollars. Add to this moving expenses that you may have to pay for, and on top of that you must continue to feed and clothe your family, pay such expenses as lights, water, heat, taxes, insurance, etc.

savings

Navy Savings Deposit Program

Benjamin Franklin, in *Poor Richard's Almanac*, states, "If you would be wealthy, think of saving as well as of getting."

Such words make just as good sense today as the day they were written. One of the safest—and most profitable—places a Navyman can salt away his dollars is the Navy Savings Deposit Program—saving at four per cent interest!

All enlisted personnel of the Navy and Marine Corps (except for reserve enlisted personnel ordered to active duty for a period of less than six months) are eligible to use this Navy banking service, which was authorized

by Congress back in 1889. Commissioned and warrant officers, however, are not eligible to use it.

Funds deposited in the "Navy Bank" for periods of six months or longer will earn interest for you at the rate of four per cent yearly, based on a year of 360 days. The interest will be computed at the time of repayment of the deposit.

General purpose of the savings program is to help you to save while you are on active duty. The money



may be withdrawn at time of release to inactive duty or on discharge, and in time of emergency you may withdraw funds from your account upon the approval of your commanding officer.

When you make the initial deposit, your disbursing officer will have you sign your deposit record book, (S&A Form 47, Revised) which has a serial number and is similar to bank books issued by commercial banks. It is used to keep a record of all deposits made to your account. This deposit book is retained in the custody of the disbursing officer.

The two ways of depositing are by cash or checkage.

Cash deposits may be made by depositing cash with the disbursing officer. The alternative method is for you to request that the disbursing officer enter a savings deposit checkage on your pay record. In either case, the amount deposited will be entered on the deposit record book.

You may make *one deposit each month* in your Navy savings deposit in full-dollar amounts of not less than five dollars. There are limitations on the amount of money which may be deposited at any one time—the details may be obtained from your disbursing officer.

Repayment of your "Navy Bank" savings will be made under the following circumstances:

- Discharge.
- Release from active duty.
- Transfer to the Fleet Reserve.
- Final accounts settlement in case of your death.
- Appointment to warrant or commissioned rank.
- Approval of your commanding officer when, in an emergency, the health or welfare of you or your dependents may be jeopardized if funds on deposit cannot be withdrawn because of the above restrictions. This requires a letter to your commanding officer which sets forth the circumstances of the emergency, the amount of money you have on deposit and the amount you need for the emergency. The CO then will verify the emergency and may authorize the disbursing officer to return your deposits with accrued interest.

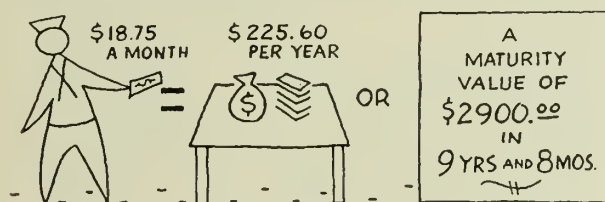


Savings Bond Program

Refuting the common saying that spendthrifts "spend money like sailors" is the fact that members of the Navy are collectively more thrifty and foresighted in handling their personal financial affairs than most groups. For the last several years members of the Navy (and Marine Corps) have had more than 60 per cent of the savings bond allotments registered by members of the Armed Forces and have been issued more than 50 per cent of all U. S. Savings Bonds purchased with allotments of military pay.

When you register a Savings Bond allotment with your disbursing officer on an Allotment Request (NavSanda Form 545) the amount you want to save each month is withheld from your pay until you stop the allotment. The bonds are delivered at government risk or held in safekeeping as you direct. (See page 69.)

You may invest in the "bond-a-month" plan and allot \$18.75 a month for purchase of a \$25 denomination bond, or \$37.50 for a \$50 bond, or \$75.00 for a \$100 bond. The "bond-a-quarter" plan permits an allot-



ment of a minimum of \$6.25 a month for the purchase of a \$25 bond every three months, or \$12.50 for a \$50 bond, or \$25 for a \$100 bond, or \$50 for a \$200 bond. Larger bonds may also be purchased.

Navy men who have taken advantage of the automatic, systematic way to keep a part of their pay have discovered how rapidly a small amount of money saved regularly each month accumulates into substantial savings and purchasing power. The minimum Savings Bond allotment of only \$6.25 a month accumulates savings of \$75.20 in one year, \$394.20 in five years. The investors who allot \$18.75 each month save \$225.60 in one year, \$1182.60 in five years and the maturity value of bonds issued to them during nine years and eight months will total \$2900.00. Approximately 65 per cent of Navy participants take a bond a month.

Savings Bonds make a particularly attractive form of personal savings because money invested in a bond cannot be lost, grows in value every six months as semi-annual interest is compounded, and can be converted into quick cash to meet emergency needs for the full amount of the original investment plus any accrued interest without advance notice or consent of anyone.

However, maximum advantage of bond ownership is gained when each bond is held to maturity. In nine years and eight months it repays four dollars for every three invested at the rate of three per cent interest compounded semiannually. Bonds may also be held for an extension period of ten years beyond maturity and will continue to increase in redemption value and repay 80 per cent more than the original investment. A bond is fluid savings and may be redeemed at any bank, at any time two months after issuance date by the owner or co-owner, thus making it equally attractive for long-term or short-term savings.

taxes

Your Exemptions, Deductions, Income That Must Be or Need Not Be Reported

AS A NAVYMAN you get a better break on federal income taxes than do taxpayers who are not in the military service. However, like every other U. S. citizen whose gross income amounts to \$600, you must file a return by the April 15th deadline.

And to file an accurate return there are a number of things you must know about the Internal Revenue Code of 1954, which contains a number of new provisions affecting service personnel. One of the best sources for current information on your tax rights, benefits and obligations is the BuSanda pamphlet "Federal Income Tax Information," available at your ship or station.

Some naval personnel do not actually pay taxes because of their exemptions and reductions, but nevertheless are required to file a return if their income exceeds \$600—and even a seaman recruit draws more than that. To help you make out your return, your disbursing officer will give you a "W-2 Form," a statement of wages paid you and taxes withheld.

Briefly, here are the main points you should know in computing your income tax:

- **Who Must File**—Every individual citizen (with some exceptions based on age and self-employment), single or married (including a minor), whose gross income is \$600 or more.

- **When To File**—Returns made on the basis of the calendar year must be made on or before the 15th day of April. However, if you are living or traveling outside the U. S., the District of Columbia, Alaska or Hawaii on that date you have until 15 June to file your income tax return. Or the District Director of Internal Revenue for the district in which you normally file your returns may grant an extension of as much as six months. And if you are in a "combat zone" or hospitalized as a result of injuries received in such a zone, the period during which you were in the zone or hospitalized outside the U. S. plus 180 days may be disregarded.

- **How To Prepare Returns**—Generally speaking, your income tax is based upon your "gross income" minus "business expenses" and "allowable deductions" (which



include exemptions under the 1954 internal revenue code) *multiplied* by the tax rates and *minus* "credits." In other words, certain specified expenses are subtracted from gross income to find "adjusted gross income;" deductions are subtracted from adjusted gross income to find "taxable" income; and the appropriate tax rate is applied to the taxable income to find the tax. Credits for taxes withheld, payments on estimated tax—or for retirement income credit and so forth—are then subtracted from the tax you owe to arrive at the balance due or the amount you might expect as a refund.

Now, in order to figure your "gross income," "adjusted gross income," your exemptions and your "taxable income" here is what you—as a Navyman—may include in each category:

Income That Must Be Reported

Gross Income—This includes gains, profits and income derived from salaries, wages, or compensation for personal service, of whatever kind and in whatever form paid—in short, money from practically any source. The following items, to the extent that they are not reduced by allowable "business expenses," should be reported as "adjusted gross income":

- Active duty pay (less any "combat zone exclusions").
- Retired pay if retired for other than physical disability resulting from active service.
- Retainer pay of enlisted members transferred to the Fleet Reserve.
- Retired pay of enlisted members transferred to the retired list for other than physical disability resulting from active service.
- Pay of all midshipmen and NavCads, and retainer pay of \$50 and \$100 per month for NROTC and Naval Aviation College program enrollees.
- Compensation for employment in officers' clubs, messes, station theaters, etc.
- Interest on Navy savings deposits.
- Interest on Armed Forces leave bonds, or leave payments.
- Lump sum payment received by officers upon honorable discharge or complete separation other than disability severance pay.
- Mileage—the total amount received as mileage should be included, but such actual expenses as meals, fares and lodging may be deducted. (See below.)
- Travel allowance on discharge and furlough travel allowance on reenlistment should be treated the same as mileage; that is, expenses for meals, fares and lodging paid may be deducted.

Navy Income That Need Not Be Reported

The following items of income received from the Navy are excluded from "gross income" and need not be reported.

NEED NOT BE REPORTED



QUARTERS
ALLOWANCE



SUBSISTENCE
ALLOWANCE



TRANSPORTATION
HOUSEHOLD
EFFECTS



DEPENDENTS



RATIONS



UNIFORM
ALLOWANCE



COMBAT
ZONE PAY

- Basic allowance for quarters, and any amounts furnished for quarters, heat and light furnished in kind.
- Basic allowance for subsistence.
- Cost to government for transportation of dependents and household effects.
- Rations furnished in kind to enlisted men.
- Uniform gratuity or clothing allowance for officer and enlisted.
- Monthly compensation of enlisted members and all warrant grades and compensation up to \$200 per month for commissioned officers for any month during which time was spent in a "combat zone," or in a hospital as a result of wounds, disease or injury incurred in such a zone (as long as there is action in any combat zone). It should be noted that Executive Order 10585 "terminates" combatant activities in the Korean "combat zone" at midnight 31 Jan 1955. Accordingly January 1955 is the last month for this exclusion.
- Retired pay of persons retired prior to 1 Oct 1949 for physical disability resulting from active service.
- Disability retirement or severance pay received for separation after 30 Sep 1949 under the Career



Compensation Act of 1949.

- Uniforms furnished in kind to enlisted men.
- Death gratuities.
- Personal money allowances received by fleet admirals, admirals and vice admirals.
- Leave bonds or other payments made under section 6 of the Armed Forces Leave Act of 1946, except that the interest on these constituted gross income in the year received.
- Per diem allowances.
- Money received by naval attaches for entertaining and exceptional purposes, if expended solely in connection with official duties.
- Mustering out pay.
- State bonus payments to veterans for services rendered to the United States.
- Amounts paid to or on behalf of veterans under the WW II and Korean GI Bills.

Deductible Items

Adjusted Gross Income—This term is important since the tax table included in Form 1040 is based on it. It determines the amount of the standard deduction and the limitations on such items as medical expenses and charitable contributions. Deducting any applicable items in the following list from your gross income will give you your "adjusted gross income":

- Mess bills afloat—for officers, with or without de-

pendents, who actually maintain a home ashore may be deducted.

- Travel expenses—the actual expenses may be deducted if you're traveling in a mileage status; if you're traveling in a per diem status, only the actual expenses which exceed the per diem allowance may be deducted.

- Transportation expenses—for Reserve personnel incurred performing authorized drills under competent orders, if they do not receive reimbursement for such travel, may be deducted.

- Expenses attributable to rents and royalties are deductible.

- Losses from sale or exchange of property are deductible.

Deductions — Once you have found your adjusted gross income you may make deductions for the following items to which you are entitled:

If you plan to use the "short form" (Form 1040A) you need not bother with these deductions, since Form 1040A makes use of a "standard deduction" amounting to about 10 per cent of the adjusted gross income. Here are the deductions allowed if you use Form 1040 and itemize your deductions:



- Contributions paid during the taxable year for exclusively public use (examples are donations to churches, Red Cross, Navy Relief, USO, etc.).

- Interest on personal indebtedness, such as a mortgage on real estate or (under certain circumstances and to a limited extent) carrying charges on installment purchases of personal property.

- As a general rule, state and local taxes are deductible by the person upon whom they are imposed by law. However, Federal excise taxes (luxury taxes) and certain foreign taxes are not deductible.

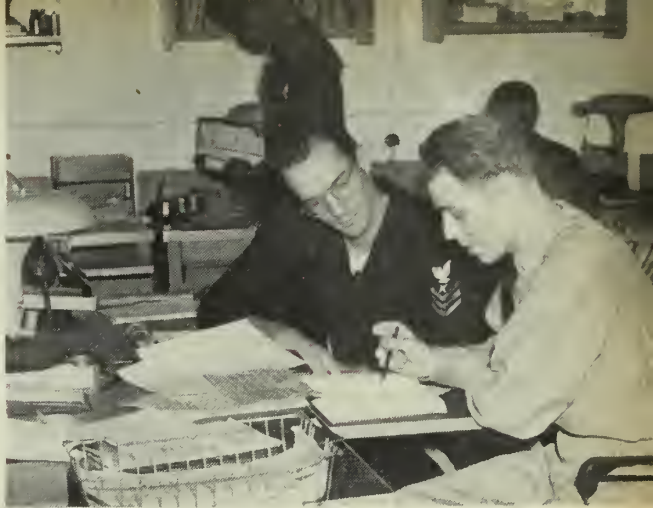
- Extraordinary medical and dental expenses.

- Child care. This is a new deduction, limited to \$600, allowed working women or widowers, as well as men who are legally separated or divorced, for the expense of caring for certain of their dependents in order that the taxpayer may be gainfully employed.

- Losses. For example, a loss occasioned by damage to an automobile is deductible to the extent that it is not covered by insurance, unless it is the result of a willful act or willful negligence on your part.

- Miscellaneous deductible items include uniform equipment (insignia of rank, corps, etc.); amount of reenlistment bonus refunded by reason of termination of enlistment; alimony payments, if included in the wife's gross income; dues to professional societies, etc.

Items which are not deductible from your adjusted gross income include the following: a) personal, living or family expenses other than the exceptions noted above; b) cost of moving and shipping household goods; c) cost of transportation of dependents; d) premiums paid on life insurance policies; e) expenses of visiting home while on furlough, leave or liberty; and f) amounts paid for United States Savings Bonds.



Exemptions—Exemptions for you and your dependents are treated as deductions from adjusted gross income in arriving at "taxable income." The amount of exemption allowed for each dependent is \$600 and exemptions are allowed for the following:

- You, the taxpayer.

- Your spouse.

- Each "dependent." In order for the taxpayer to claim credit for a dependent, it is necessary to meet all of the requirements listed on the instruction sheet with Form 1040 and 1040A.

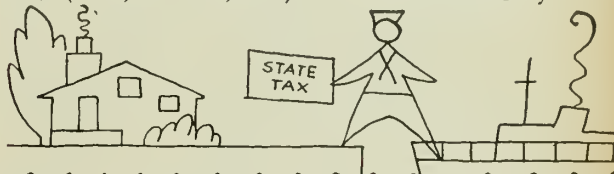
An individual receiving support from two or more persons, none of whom furnishes more than half, may be claimed as a dependent under certain circumstances. The conditions are listed in the instructions.

Citizens of foreign countries will not qualify as dependents unless residents of either the U. S., Canada, Mexico, Canal Zone or the Republic of Panama.

Children born or legally adopted in the Philippine Islands before 5 Jul 1946 may be claimed as the dependent of its parent if the parent was a member of the U. S. Armed Forces at the time the child was born or adopted and the child is a resident of the Philippine Islands during the taxable year.

State Taxes

If you are on active duty and living in a state other than your legal home state you do not have to pay income taxes on service pay or personal property taxes (personal property includes autos, household effects, jewelry, etc.) to the state in which you are temporarily living solely by reason of duty orders. However, the Soldiers' and Sailors' Relief Act does not exempt the serviceman's dependents from state income and personal property taxes. And if you purchase "Real" property (land, a home, etc.) in a state in which you are



living temporarily, you must pay taxes on that property to the state in which it is located.

State Income Tax laws vary so much from state to state that it is impossible to include a complete run-down on them here. However, BuSandA Inst. 5800.6 of 6 Jan 1955 contains a listing of state income tax requirements which are pertinent to naval personnel.

retirement

Retired Pay Is One of Several Benefits Available to Career Officers and Enlisted Men as a Reward for Faithful Service

RETIREMENT IS THE FINAL PHASE of a Navyman's career and with it come many rights and benefits he has earned after years of faithful and honorable service. Hence, an understanding of retirement and veterans' benefits is of personal interest and importance to every member of the naval service.

It is not difficult to qualify for Navy retired pay—the kind of financial security everyone wants as he gets older.

There are two features which make this form of retirement especially desirable. First, you do not have to contribute financially to get it—it is given as a reward for faithful service. Then, too, Regular enlisted naval personnel do not have to wait until they are 60



or 65 years old to start collecting. In most cases they can retire young enough to take up civilian work for which their Navy training has equipped them.

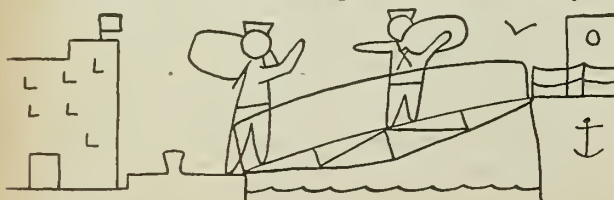
In addition to the retired pay drawn each month, there are many other benefits for retired officers and enlisted men, some made available by the Navy, others by the Veterans Administration or federal and state agencies. These benefits are discussed elsewhere in this issue.

To help you toward a better understanding of the complex regulations governing these benefits, here is a brief roundup on the various types of retirement and the current administrative procedures and directives concerning persons now being retired from the naval service.

There are two principal routes leading to the non-disability retirement of personnel of the Regular Navy. One is for officers, the other for enlisted personnel. (The retirement program for Reserve members will be covered completely in a forthcoming issue.) Here they are:

Non-Disability Retirement

• **Enlisted Personnel**—Any person whose permanent status is that of enlisted personnel is eligible for transfer to the Fleet Reserve when certain active duty service requirements have been met. While there are several classes of Fleet Reservists, the great majority of men on duty now will be eligible for transfer only to



class F-6, which requires a minimum of 20 years of active duty.

Upon transfer to the Fleet Reserve, class F-6, you will be entitled to receive retainer pay computed at the rate of two and one-half per cent of your enlisted basic pay multiplied by the number of years of active federal service. As almost 100 per cent of all enlisted personnel with 20 years' service have appointments as chief petty officers, the monthly retainer pay of that pay grade is shown below as indicative of the monthly check you will receive:

Years of Active Service	Retainer and Retired Pay
20	\$137.59
21	144.47
22	159.76
23	167.02
24	174.28
25	181.54
26	198.74
27	206.39
28	214.03
29	221.68
30	229.32

For further information concerning transfer to the Fleet Reserve and pay in connection with it, BuPers Inst. 1823.1 should be referred to.

After completing 30 years of combined active duty and inactive service in the Fleet Reserve, you are transferred to the Retired List. At that time you are



reappointed — if appropriate — to the highest rank or grade in which you served satisfactorily on or before 30 Jun 1946. Your pay is then recomputed on the basis of two and one-half per cent of the basic pay of the highest grade or rank so held, multiplied by the number of years on *active* duty.

When you complete 30 years of active duty you are not transferred to the Fleet Reserve. You go directly to the Retired List.

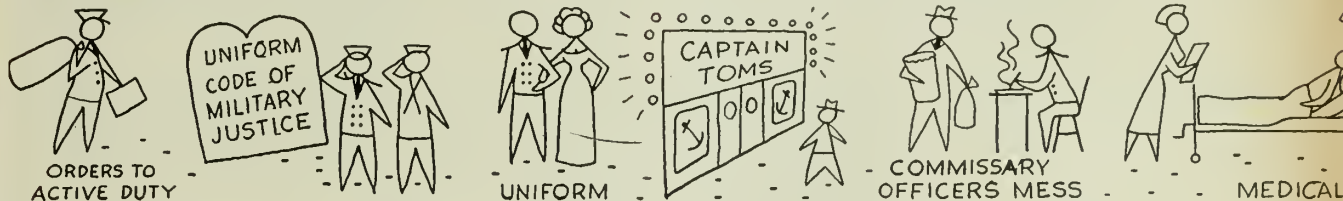
• **Officers**—Non-disability retirement of officers is too complicated for comprehensive coverage in the limited space available here. However, a complete roundup on the subject may be found in the January 1955 *ALL HANDS* (pages 48-51) and in BuPers Inst. 1801.2A.

The table below lists pertinent information for voluntary retirement based on length of service—40 years, 30 years and 20 years—for permanent Regular officers and warrant officers, temporary officers and warrant officers with permanent enlisted status. (See the table, p. 56.) Normally, officers with more than 20 but less than 30 years' service may be retired upon their own request, if they meet the following criteria:

- Twice failed of selection for promotion.
- Are within two years of mandatory retirement.
- Are of limited usefulness because of such conditions as being overage in grade or having poor health.
- Face personal hardship which retirement would definitely alleviate.
- Find themselves in circumstances which do not fall into any of the above categories, but are clearly not contrary to the best interests of the service.

There are also two types of retirement which are mandatory for permanent officers and warrant officers, both male and female. These are Statutory Age Retirement and Statutory Service Retirement. Full details on these may be found in BuPers Inst. 1801.2A.

There is no statutory age limit for Regular Navy enlisted personnel. They may serve as long as they are



able to perform satisfactorily the mental and physical requirements of their ratings.

Physical Disability Retirement

The Career Compensation Act of 1949 provides the basis for the physical disability retirement of naval personnel. Eligibility for physical retirement is based on a combination of the degree of disability and the number of years of service.

While no one likes to think about it too much, there is always the possibility that you may, as the result of injury or disease, be rendered unfit for further service. It is comforting to know that under such circumstances the Navy will, to the extent provided by law, help you. For that reason the summary of basic provisions of the physical disability retirement law, as it applies to naval personnel who have not previously been retired, is given below.

Before getting into the various provisions it might be well to understand the exact meaning of some of the terms used. For instance, the term *member* includes both officers and enlisted persons. *Officer* includes both permanent or temporary commissioned officers and warrant officers. *Rank* means rank, grade or rating. And *active service* means all service as a member on active duty.

A member of the active list of the Navy may be placed on the temporary disability retired list if all the following conditions have been met:

1. That he has been determined unfit to perform his duties by reason of physical disability incurred while entitled to receive basic pay.
2. That the disability is not due to intentional misconduct or willful neglect, and that the disability was not incurred during a period of unauthorized absence.
3. That the disability is 30 per cent or more disabling. If it is less than 30 per cent, the member is not entitled to any disability retirement pay but he may be separated for physical disability with severance pay computed in an amount equal to two months' basic pay of the appropriate rank, grade or rating for each year of service, not to exceed two years' basic pay. An exception to the foregoing is that a member

with 20 or more years of active service, and whose disability is less than 30 per cent, will be retired.

4. That the disability was the proximate result of the performance of active duty. In this connection, any disability shown to have been incurred in line of duty during a period of active service in time of war or national emergency will be considered the proximate result of performance of active duty.

5. That the member has completed at least eight years of active service. If this condition is fulfilled, the requirement that disability be the proximate result of active duty need not be met. If the member has completed less than eight years of active service, and his disability is not the proximate result of the performance of active service, he may be separated and receive severance pay notwithstanding the fact that he may be

30 per cent or more disabled.

6. That accepted medical principles indicate the disability may be permanent.

A member, while his name is on the temporary disability retired list, is entitled to receive disability retired pay computed, at his election, either by multiplying his basic pay by:



Retirement Program for Commissioned and Warrant Officers

Type of Retirement	Applicable To	Creditable Service	Pay	Rank on Retired List
40 Years Service	Permanent Officers	Full-time active duty in Regular or Reserve component of Armed Forces	Three-fourths of applicable basic pay of rank in which retired	Rank at time of retirement if appointed or affirmed under Officer Personnel Act of 1947, as amended (unless entitled to higher rank under some other provision of law).
30 Years Service (1)	Permanent Officers	Same as above.	Same as above.	Same as above.
30 Years Service (2)	Temp. Off & WOs with Permanent Enlisted Status	Same as above, less time lost for AWOL, SKMC or NPDI	Same as above.	Rank in which serving at time of retirement if appointed, promoted, or affirmed under OPA of 1947, as amended.
20 Years Service (1)	Permanent Officers	Active duty in the Navy, MarCorps, CG or Reserve component thereof, including active duty for training, at least 10 years of which shall be commissioned	2½ x years creditable for basic pay x applicable basic pay of retired rank. Maximum: 75%.	Rank at time of retirement if appointed or affirmed under Officer Personnel Act of 1947, as amended (unless entitled to higher rank under some other provision of law).
20 Years Service (2)	Warrant Officers	Full-time active duty, commissioned, warrant or enlisted in Armed Forces or Reserve components.	Same as above.	Warrant Officer grade in which serving at time of retirement, unless entitled to higher rank or pay under other law, subject to member's election.

1. The number of years of active service multiplied by two and one-half per cent; or,

2. The percentage of his physical disability as of the time his name is placed on the list.

A member on the TDRL will not receive less than 50 per cent of his basic pay while in such status.

A member who is permanently retired without first having been placed on the temporary disability retired list—and one who is permanently retired from the temporary retired list—is entitled to receive disability retirement pay computed as above, except that if the second option is used, the percentage of disability will be determined as of the date he is permanently retired.

If a member has satisfactorily held a temporary rank higher than the rank in which serving at the time of his placement on the temporary disability retired list—or at the time of his permanent retirement—his disability retirement pay will be based on the basic pay of the higher rank, provided it is determined by the Secretary of the Navy that such service was satisfactory.

If the physical disability entitling the member to disability retirement pay is found to exist as a result of a physical examination given in connection with effecting a permanent promotion (or a temporary promotion where eligibility for it was based on cumulative years of service, or years of service in rank), his retirement pay will be based upon the basic pay of the

rank to which he would have been promoted.

In no case will disability retirement pay exceed 75 per cent of your basic pay.

If you are placed on the temporary disability retired list, you will be given periodic physical examinations to determine whether your disability has changed. If as a result of such an examination—or at the end of a period of five years from the date of being placed on the temporary list—it is determined that the disability is permanent and 30 per cent or more disabling, you will be permanently retired. (Minimum 30 per cent not required if member has 20 year's active service.)

If, as a result of this physical exam, you are found to be physically fit, you may (subject to your consent) be called to active duty and be reappointed or reenlisted. Should you be found physically fit, but not give your consent to reappointment or reenlistment, your status on the temporary disability retired list—and your disability retirement pay—will be terminated.

If, as a result of this exam, you are found physically disqualified, but the percentage of disability has reduced to below 30 per cent you will be discharged from the temporary disability retired list, with severance pay, unless you have completed 20 years' service.

That's the basic story as far as retirement eligibility is concerned. To find out what other benefits there are besides retired pay, read the following pages.



VOCATIONAL
REHABILITATION



LEGAL
ASSISTANCE



HOMESTEAD
PREFERENCE



U.S. NAVAL
HOME



BURIAL
RIGHTS



NAVAL
ACADEMY



SCHOLARSHIP

Retirement Benefits

HERE IS A BRIEF SUMMARY of the privileges and obligations of retired members of the Regular Navy. In addition, "rights and benefits" offered by veterans' legislation and administered by the Veterans Administration and other federal and state government agencies, are discussed on the following page.

- **Orders to active duty**—Retired officers and enlisted men are not required to hold themselves in readiness for active service although they may be ordered to active duty in time of war or national emergency by an Act of Congress. In time of peace they may not be ordered to active duty without their consent.

- **Military law**—Members retired with pay are at all times subject to the Uniform Code of Military Justice.

- **Uniform**—Retired personnel are entitled to wear the prescribed uniform of the rank or rate held on the retired list when the wearing is appropriate. They are prohibited from wearing the uniform in connection with non-military, personal or civilian enterprises, or activities of a civilian nature. Retired personnel in a foreign country shall not wear the uniform except when attending, by formal invitation, ceremonies or social functions at which the wearing of the uniform is required by the terms of the invitation, or by the regulations or customs of the country.

- **Use of Titles**—Retired persons are permitted to use their military titles in connection with commercial enterprises.

- **Commissary and Officers' Messes**—Navy men retired with pay may be accorded the privileges of Armed Forces commissary stores and exchanges as well as Navy clothing and small stores and ship's service stores. Privileges of Commissioned Officers' Messes Open are available to officers retired with pay, subject to the limitation of facilities.

- **Hospitalization**—Members of the naval service, including Naval Reservists receiving retired pay, may be hospitalized in naval medical facilities for most ailments except blindness, neuropsychiatric disorders, tuberculosis and other chronic disorders. Members with these conditions must obtain hospitalization from the VA if hospitalization at government expense is desired.

Retired members entitled to hospital care are also eligible for dental care, subject to the availability of dental facilities. They and their dependents, are also entitled to outpatient treatment in the naval medical facilities.

Rights and Benefits as a Veteran

Many Navy personnel (both active duty and retired) frequently overlook the fact that they may have acquired a veteran's status and therefore are entitled to the many benefits available to veterans. Some assume that the receipt of retired pay (or active duty pay) is in itself a bar to most veterans benefits, or at least to the financial compensations which accompany

VETERANS RIGHTS AND BENEFITS



EMPLOYMENT



FEDERAL JOBS
DUAL EMPLOYMENT



G. I. BILL



LOANS



UNEMPLOYMENT
COMPENSATION



EDUCATION
AND TRAINING



veterans benefits. Some VA benefits accrue to survivors of veterans, and in most cases survivors of active duty and retired Navy men may be eligible. Other VA benefits (for example, homestead rights) may not be taken advantage of until the Navy man retires from active duty. Still other benefits have deadline dates. Actually, the VA does not consider retired or retainer pay as "income" and such pay is not taken into consideration in establishing eligibility for, or in computing the extent of, veterans benefits.

Navy men no longer in active service should remember that other federal and state legislation is still in effect providing additional rights and benefits to veterans of World Wars I and II. There are also some such benefits for peacetime service.

Here is a summary of the major benefits available:

- **Employment**—You are entitled to use the specialized counseling and placement services provided for all veterans by federal and state law. When you retire you may register with the appropriate state or local employment office, or you may contact the veterans' employment representative assigned to your locality.

Non-disabled war veterans are entitled to a five-point preference in addition to their earned ratings in Civil Service examinations. Disabled veterans are entitled to ten points. Certain widows and certain mothers also can be granted veterans' preference and in some cases, positions are limited entirely to those with such preference.

- **Federal employment and dual compensation**—With certain exceptions, retired officers in receipt of retired pay (except retired officers of the Naval Reserve, retired under Public Law 810, 80th Congress) are prohibited from holding a civilian position or office with the federal government where either the rate of retired pay or the rate of compensation fixed for the civilian position or office amounts to \$2500 per annum, unless (1) they are elected to the position, (2) appointed by the President with the advice and consent of the Senate, or (3) retired for injuries received in battle or for injury or incapacity incurred in line of duty.

The aggregate income (retired pay plus civilian compensation) of those retired officers who are eligible for

retirement

and accept employment (including retired Reserve officers) in a federal position, is limited to an amount not to exceed the rate of \$3000 per annum, unless such officers were retired for disability incurred in combat with an enemy or caused by an instrumentality of war.

The dual compensation and dual employment laws are not applicable to retired enlisted members.

• **Home and Farm Loans** — The loan benefits under both the WW II and Korean G. I. Bills are identical since loan guaranty authorized for Korean veterans is simply an extension of the one provided for veterans of World War II. The VA may guarantee loans used to (1) buy, build, or improve a home, (2) buy a farm or farm supplies and equipment, (3) buy a business or otherwise enable the undertaking of a legitimate business venture. Under certain conditions loans may also be guaranteed to liquidate delinquent indebtedness incurred in connection with the above.

The VA itself does not lend money where community resources provide four and one half per cent financing. You must make your own arrangements for financing through usual channels, such as banks, building and loan associations, public and private lending agencies or individuals. The VA may guarantee the lender against loss up to 60 per cent of a residential real estate loan (with a maximum guaranty of \$7500), not to be confused with the FHA loan, described on page 49, which is applicable only to active duty personnel, or 50 per cent of other real estate loans (with a maximum guaranty of \$4000), or 50 per cent of non-real estate loans (maximum guaranty of \$2000).

In order to obtain a VA guaranteed or insured loan the arrangement with the lender must be such that the loan will be fully repaid within (1) 10 years, if a non-real estate loan, (2) 30 years, if a home loan, (3) 40 years if a farm real estate loan, and (4) five years, if an unamortized loan.

The matter of loans and guaranties is highly technical and you should consult VA before making any commitments based upon the assumption that you have any entitlement under the Korean G. I. Bill.

• **Unemployment Compensation** — In most cases eligibility for WW II readjustment allowances expired 25 Jul 1952. Retired persons and other veterans now being separated are eligible for the special unemployment compensation benefits provided for under the Korean G. I. Bill. However to be eligible for payments, veterans must comply with the requirements of the State unemployment compensation law.

The unemployment compensation benefit to eligible veterans is \$26 per week of unemployment (not to exceed 26 weeks) occurring after discharge but not earlier than 15 Oct 1952. The cut-off date for unemployment compensation under the Korean G. I. Bill is 31 Jan 1960.

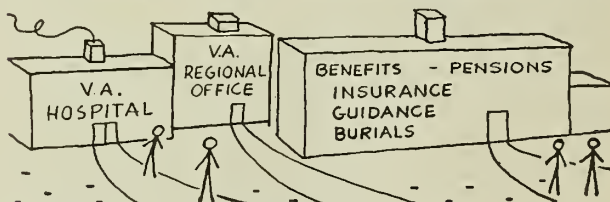
• **Education and Training** — Training under the World War II G. I. Bill has practically run out. (In general, no education or training under this bill will be furnished after 24 Jul 1956.) The Korean G. I. Bill offers similar but more limited benefits which are, however, paid directly to the individual rather than to the educational institution. The Korean G. I. Bill specifies the following deadline requirements: an enlisted man must start this education within three years after his discharge from an enlistment in which he was serving on 31 Jan 1955, an officer, within three years after the end of a period of service entered into before 31 Jan 1955. Recent changes to the GI Bill permit accrual of entitlement to continue for the remaining portion of an enlistment entered into on or before 31 Jan 1955, and also extends deadline for completion of education to 31 Jan 1965 or eight years after discharge or release, whichever comes first.

• **Vocational rehabilitation** — Any Navyman retired for disability who is in need of vocational rehabilitation because of the handicap of a service-connected disability may apply to the VA for training.

Disability must have been incurred in, or aggravated by, service in World War II (prior to 25 Jul 1947), or during the Korean conflict. Training must be completed by 31 Jan 1964.

• **Homestead preference** — Veterans must have an honorable discharge and at least 90 days' war service. Information concerning public lands available for entry both in the U. S. and Alaska may be obtained from any Federal Land Regional Office or the Bureau of Land Management, Department of the Interior, Washington 25, D. C.

• **U. S. Naval Home** — A retired Navyman who is old and infirm may be admitted by the Secretary of the Navy to the U. S. Naval Home, Philadelphia, Pa., for



domiciliary care. Relinquishment of retired pay is *not* a requirement for admission.

• **Burial rights** — Burial in national cemeteries may be authorized for both the retired Navyman and his wife and minor children. (See page 66.)

• **U. S. Naval Academy** — Congress authorizes the appointment annually of 40 midshipmen from the U. S. at large who are sons of deceased members of the Armed Forces of the U. S. who were killed in action or have died (or in the case of retired persons who may hereafter die) as a result of wounds or injuries received, or disease contracted, in wartime service.

• **Benefits for veterans with disabilities** — There are many additional benefits for veterans who have service-incurred or non-service-incurred disabilities resulting from injuries, illness, etc. These vary according to the specific case, and include medical and domiciliary benefits, medical examinations and treatment, prosthetic appliances, vocational rehabilitation, cars for disabled veterans, wheel chair homes, and in some cases disability compensation and pension. For further information contact the nearest VA branch office.



Protection for Survivors of Retired Navymen Is Assured If You Take Advantage of Provisions of the Annuity Plan

A NEW LAW RECENTLY put on the books permits Navyman to provide more adequately for their dependents by electing to use part of their retirement pay to set up an annuity plan for their survivors. This law is the Uniformed Services Contingency Option Act (Public Law 239, 83rd Congress).

This plan permits you to provide a monthly annuity for your survivors by drawing less retired pay during your lifetime. In the average case the total amount collected by you and your survivors will be greater than the amount you alone would have received if you had not elected to participate. The total cost of the program to the government, however, worked out on an "actuarial basis," is approximately the same.



There are certain points in connection with the annuity plan that you might like to consider. In simple terms, it is a non-profit plan designed to furnish your survivors with an income for the remainder of their lives or until they remarry, or in the case of children, until they marry or become 18 years old.

The idea here is that your retired pay would normally stop with your death, but under the annuity plan your surviving wife or children or both will receive the percentage of your reduced retired pay (one-eighth, one-quarter, or one-half) that you select under the various options described below.

Why You Should Consider the Annuity Plan

To enable you to consider the annuity plan in its proper perspective, you should take a look at the whole survivors' benefits picture. Under present laws, if you die after your retirement from the Navy, your survivors would not be eligible for any monthly pension from the Navy other than the annuity plan (if you choose to join).

What other monthly pension or compensation is your survivor eligible for?

- If you check the section dealing with survivors benefits under Social Security (see page 61) you'll find that Navyman retired with pay (and their survivors) are excluded from Social Security benefits which are creditable solely by virtue of their active naval service. In other words, unless you or your survivors are eligible for Social Security benefits by virtue of civilian employment credits, you normally can't expect anything under Social Security.

- If you check the section dealing with survivors benefits administered by the Veterans Administration (see page 64), you'll find that VA monthly compensation or pensions are payable to survivors only when the deceased Navyman had a *service-connected disability*

for which compensation is payable if 10 per cent or more in degree.

- Remember that the \$10,000 serviceman's indemnity and the six-months' death gratuity are only payable to survivors of Navyman on *active duty*—they are not payable to dependents of inactive retired personnel. So you can see, unless you are carrying a good bit of insurance at the time of your death, your dependents aren't going to have very much cash for day-to-day necessities.

That is where the annuity plan comes in—it is an excellent opportunity to provide security for your widow, dependent children, or both.

There is another point to consider. Even if you do not now have any dependents, you should still carefully consider the advisability of entering this annuity program within the deadline period.

The Bureau of Naval Personnel points out that failure to execute the required option *before* you complete 18 years of service will bar you from benefits of the plan—whereas if you do execute it, even though you have no dependents at that time, it will do no harm. Deductions are not made until you actually retire, and if you have not acquired dependents by that time, no deductions will be made. There are also certain provisions for modification or revocation of your option.

BuPers also emphasizes that it is well to consider the option (Option 4) which provides for restoration to full retired pay in the event that the dependents selected by you should die before you do. In such an event where Option 4 had not been selected, the deductions would continue even though there would be no chance of any benefit being paid since beneficiaries cannot be changed or added once you have retired.

There is still another point in connection with the plan that deserves your attention. Although modifications are permitted while you are on active duty, once you have retired, you are committed and cannot withdraw. Only in the case of a Navyman placed on the temporary disability retired list as a result of physical disability and subsequently determined fit for, and restored to, active duty, will a participant be allowed to withdraw.



annuity plan

You Choose Your Option

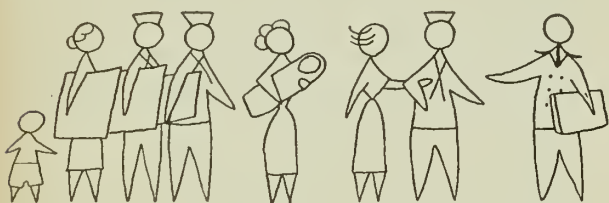
The plan is so designed for the cheapest possible payments by you and a maximum possible gain for your survivors.

Here in brief are the basic options you may choose:

- Annuity for your widow—payable to, or on behalf of, the widow. Terminates upon her death or remarriage, whichever occurs first.

- Annuity for a child or children—payable to, or on behalf of, the surviving child or children. Terminates when there ceases to be at least one surviving child unmarried and under 18 years of age. Where there is a child unmarried and over 18 who is incapable of self-support because of being mentally defective or physically incapacitated, the annuity would terminate upon marriage of such child, his recovery from the disability, or his death.

- Annuity for both—Payable to, or in behalf of, the widow and surviving children. Terminates upon death or remarriage of the widow, or, if later, on the first day of the month in which there were no surviving children under 18 and unmarried. If there is a mentally defective or physically incapacitated child unmarried and over 18, the annuity would terminate upon his marriage, recovery or death.



- Annuity to cover the contingency of the beneficiary's dying before the retired member—This may include the terms of either Options 1, 2 or 3, with the added provision that no further deductions will be made in the retired member's pay after his beneficiary's death.

The law also provides another choice which can be most advantageous—you may elect any combination of the option which provides benefits to your widow only and that which provides benefits to your children only, subject to the condition that the total amount of the benefits cannot exceed one-half of your own reduced retired pay.

Here is how the plan affects Navy men in different categories:

- Regular Navy men with less than 18 years' service for pay purposes have until the completion of their 18 years to decide whether to take advantage of the annuity plan.

- Reservists, active or inactive, who have not finished 18 years' service for pay purposes are under the same provisions as the Regular Navyman in the same circumstances.

There are only two administrative exceptions to the 18-year-service rule. They are:

- A person who retires as the result of a physical disability before completing 18 years' service. He can decide what to do at the time he retires.

- A person whose eligibility for making an election expires while he is in a status which prevents his making such an election (such as missing, prisoner of war, etc.) has six months after his return to the jurisdiction of his service to decide what to do.

Men who are already in a retired or retainer pay status or have had more than 18 years' service have already made their choice.

How the Annuity Plan Works

Suppose we examine a typical case. Chief Brown retires, for reasons other than physical disability, after 1 May 1954 at age 42 with a wife age 39. He has over 22 years' service and a gross retainer pay of \$159.76 per month.

Brown has selected Options 1 and 4 and elects to give his wife one-half of his reduced retainer pay. This means she will receive one-half of his reduced retainer pay which is his gross retainer pay less the cost of participation. The "reduction factor" (which can be found in the percentage cost tables) multiplied by Brown's gross retainer pay is the amount he has withheld from his monthly retainer pay and in his case amounts to \$14.67 per month.

His monthly retainer pay is consequently reduced to \$145.09 per month. Upon Brown's death, his widow will then receive, until she remarries or dies, \$72.55 per month. If his wife should die first, Brown's retainer pay would be restored to \$159.76.

You should also be reminded here that we are dealing with gross figures, that is, with retainer or retired pay before income tax, insurance and other deductions are removed.

As an example of how an officer will fare under the annuity plan, consider a captain retired after 1 May 1954 for reasons other than physical disability. His age upon retirement is 53 and his wife's age is 51. He elects Option 1 with a one-half annuity for his wife.

His retired pay is \$544.64. Using the same method of computation as we did for the chief, we find the captain will have his retired pay reduced \$63.51 per month (this amount to be paid into the fund) which will leave a reduced retired pay of \$481.13. Hence, his widow will receive upon his death, \$240.57 per month, until she remarries or until she dies.

Whichever option he selects, the Navyman is assured of receiving a lifetime income for himself and an income after his death to his designated survivors—to his widow until she dies or remarries, to his children until they marry or reach age 18.

Sometime after you reach your 17th year of Federal service, NavPers Form 591 will be forwarded to you without any request on your part. On this form you may apply for the annuity, stating the options you desire; or, if you prefer, you may state that you do not wish to participate in the plan. In either event, you'll be told at that time what to do to implement your choice.

Details of the Act may be found in BuPers Inst. 1750.1A. Your personnel officer will furnish you added facts.



social security credits

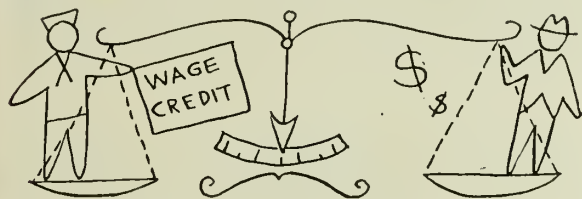
You or Your Dependents May Be Eligible For Benefits Based on Military Service

THE FOLLOWING INFORMATION on Social Security benefits is of particular importance to those Navymen who are concerned about providing protection for their dependent survivors.

As provided for under present legislation, while you are on active duty and *prior* to your retirement, your dependents are entitled to certain Social Security "survivors benefits" based upon your military service. That is, if you should die while on active service, your widow or other dependent will get certain Social Security benefits, provided you have sufficient eligible military service.

There is another benefit which may become available to you under the Social Security program—that is "old age insurance." This Social Security retirement benefit may become available in those cases where Navymen leave the service without establishing eligibility for Navy retirement pay.

In other words, you and your dependents may benefit from Social Security credits earned while you are in the naval service, provided you don't claim that



period of service for naval retirement pay.

As a Navyman you have been entitled to Social Security credits just as if you were working in a civilian job which paid you \$160 a month. A law passed by Congress gives this protection to every man who served at least 90 days on active duty between 16 Sep 1940 and 30 Jun 1955 and is not dishonorably discharged.

Briefly, Social Security is a plan whereby a small amount of an employee's monthly wage is deducted and set aside for him by the government. This money comes back to him in the form of old-age benefits when he reaches the age of 65. If he dies, the benefits are paid to his survivors as survivors' benefits.

How Social Security Works

That's how Social Security works for the average working civilian. For you, the Navyman, the government has made certain other provisions. Basically, the government guarantees you Social Security "coverage" for certain periods that you are in the service.

Eligibility for benefits is not affected by any pension or by compensation paid to a veteran or his survivors by the Veterans Administration.

However, Social Security benefits will NOT be paid if there are any other Federal benefits payable to a veteran or his survivors which are based on the same period of military service. This includes such Federal retirement benefits as Navy retirement benefits, Civil Service and the Railroad Retirement Board.

This stipulation also applies to disability as well as

non-disability retirements when retired pay is based upon years of military service, including any part of the period for which Social Security wage credits are granted. However, when retirement pay for physical disability is not based upon years of military service during those periods, SS credits may then be claimed.

This Social Security benefit is particularly important to Navymen who do not get Navy retired pay and to widows of Navymen who die while on active duty.

Social Security benefits are based upon a system of "wage credits." For each calendar month or part of a month that you served on active military duty between 16 Sep 1940 and before 1 Jul 1955 you are given a wage credit of \$160, just as if you had been working in a job covered by the Social Security law at that wage rate. The same credit is given regardless of your rank or pay grade. These credits are essential in determining whether you and your family are eligible for benefits and the amount of benefits you will receive.

The wage credits are dealt with in units called "quarters of coverage." A quarter of coverage is a three-month period beginning 1 January, 1 April, 1 July and 1 October of each year. To obtain wage credit, a person must earn at least \$50 a quarter, either from working in a job covered by law or allowed as a result of active military service.

Since you are credited with \$160 for any full or partial month of active service (or \$480 a quarter) any service in a part of a quarter will result in a full quarter of coverage.

Who Will Be Eligible

Here's a quick way to check on whether you or your survivors will be eligible for "survivors benefits" or "old age insurance." There are certain requirements as to how many quarters of coverage you must have.

- In the first column of the table below are shown the years in which the claim is made (that is the year of your death in the case of claims for "survivors benefits," or the year in which you reach the age of 65, if "old age insurance" is claimed).

- The second column shows, under the first six



social security credits

months of the year in which the claim is made, the minimum number of "quarters of coverage" based on military service performed any time during the period 16 Sep 1940 and 30 Jun 1955.

• The third column shows the "quarters of coverage" required in the second six months of the year in which the claim is made.

Year in which claim is submitted for survivors or old age benefits	Number of "Quarters of Coverage" of military service required to establish eligibility.	
	January through June	July through Dec.
1955	8	9
1956	10	11
1957	12	13
1958	14	15
1959	16	17
1960	18	19
1961	20	21
1962	22	23
1963	24	25
1964	26	27
1965	28	29
1966	30	31
1967	32	33
1968	34	35
1969	36	37
1970	38	39
1971 or any year later	40	40

As can be seen from the above table, at least six quarters (18 months of military service between 16 Sep 1940 and 30 Jun 1955) are required to establish eligibility for Social Security benefits. Since 40 quarters (10 years of service between 16 Sep 1940 and 30 Jun 1955) make the recipient "fully insured" for life, many Navymen who have continued on active duty since 16 Sep 1940 are already "fully insured" under Social Security. On this basis, benefits may be payable to you or your survivors either at the time you reach the age of 65 or at the time of your death in the case of your survivors—provided this service time is not used for Navy retirement.

The following explanation of Social Security benefits is meant for those Regular Navymen and Naval Reservists who do not take advantage of the Navy retirement system discussed on pages 54-56.

Survivor's Insurance

Payment of insurance to your eligible survivors is determined by the amount of your old-age benefit.

• If you die while fully insured under Social Security, a *lump sum death payment* may be made to your widow, or to the person who paid your burial expenses. The lump sum payment is three times what your monthly benefit would have been for old-age retirement. (This amounts usually to about \$192.)

• Your widow may be paid monthly benefits regardless of her age if she has in her care a child of yours under the age of 18. These monthly benefits are three-fourths of the amount your old-age benefit would have been. (If you have no children your widow is not eligible for monthly benefits until she reaches 65.)

• Also, your surviving children under 18 years old are eligible for monthly payment if you were fully insured under Social Security. Each child receives one-

half of your old-age benefit rate and an extra one-fourth is divided equally among all the children. In the event you leave but one surviving child, he or she gets three-fourths of your old-age benefit rate.

• If you are fully insured under Social Security at the time of your death, your widow will also receive a monthly survivor's benefit when she reaches the age of 65. This benefit amounts to three-fourths of what your old-age benefit rate would have been had you lived.

• Dependent parents of those who leave neither a widow nor a child who can become eligible for monthly benefits, may also receive monthly payments when they reach the age of 65. These payments are also equal to three-fourths of your old-age benefit rate.

Here's a table showing the Survivors' benefits, for dependents of Navymen who have accrued the required number of credit based on "quarters of coverage":

SURVIVORS' BENEFITS

(Paid each month)

Widow (at age 65) or Dependent Parent at 65 or one Child Alone	Widow and 1 Child (under 18)	Widow and 2 Children	Widow and 3 Children
\$48	\$96	\$128	\$128
The Lump-Sum Payment (Paid on Death of Eligible Navymen) is \$192.			



Old Age Benefits

If you are insured under Social Security at the age of 65 you will be eligible for monthly retirement benefits. But remember, you cannot draw Navy retirement pay and be eligible for Social Security benefits at the same time. After you start drawing these retirement payments, your wife, too, can get a monthly old age benefit when she in turn reaches 65. Her payment is one-half the amount of your old age benefit.

Your unmarried children under the age of 18 will receive payments equal to one-half the amount you are drawing at the age of 65.

Factors in determining "old age" benefits are the date you reach 65 plus the number of credits you have accumulated as of this date. The credits are determined by the number of three-month quarterly periods served on active duty between 16 Sep 1940 and 30 Jun 1955, plus any civilian employment covered by Social Security before or after your military service. Each case is different, and unfortunately it's not possible to get all the tables and regulations together in this report that would be needed to apply to individual cases.

Old Age or Survivor's Insurance benefits are not automatic. You or your survivors must file an application for them.

Application for old age benefits may be made any time after you are 65 although payments are retroactive for six months only. Application for lump sum death benefits must be made by your survivors within two years from the date of your death.

The Social Security Administration has field offices located conveniently throughout the country that furnish free necessary assistance in filing claims.

survivors benefits

The List Includes Death Gratuity, Indemnity or Insurance, Medical Care, Commissary Privileges, VA Benefits, and More

DAY TO DAY LIVING—food, work, shipboard routine or quiet evenings at home with your family—these become such a comfortable habit that you rarely think of the day when you'll no longer be around. But let's face it, there's always a chance that you will become a casualty at home, on the highway, or while pulling duty in your ship or station.

When that happens it's too late to make arrangements for your survivors. The wise course is to "Be Prepared." Keep the next-of-kin data in your service jacket up-to-date, have a will made—and be sure your wife or next-of-kin knows what should be done in case of your death.

If, for example, a Navyman should become a casualty while on leave or at home, the dependent must:

- Notify, if possible, his commanding officer, or
- Notify the nearest naval activity, giving the Navyman's full name, rank or rate, service number, home address and any available details concerning his death.

If neither of these is known or cannot be reached for any reason, the dependent should wire the Bureau of Naval Personnel, Casualty Branch, Navy Department, Washington 25, D. C. The Casualty Branch, in turn will relay the information to the proper naval authority. Notification in either case may be made by the next-



of-kin, a doctor, minister, police or other competent authority.

Should death occur while the Navyman is on active duty miles away from home, his next-of-kin will be notified officially by his commanding officer, the commandant of the naval district in which the casualty occurs, or by the Casualty Branch of BuPers.

Regardless of where death occurs you may be sure that the Navy strives to extend all possible assistance to families of deceased Navymen. A naval representative will help the sailor's dependents settle personal affairs by guiding them through the various forms to be completed, and generally, in alleviating the many difficulties which arise at such a time. The naval representative will insure that immediate appropriate information, counseling, and assistance are provided to next-of-kin to aid them in securing any of the following benefits to which they may be entitled:

- **Six months' death gratuity** — The death gratuity is a lump-sum payment equal to six months' pay at the rate the Navyman was receiving on the day of his death. (This gratuity is payable in the case of active duty, active duty for training or inactive duty training; it is not payable to Retired personnel on inactive duty or Reservists on inactive duty.) The six months' death gratuity is equal to basic pay, incentive pay for

hazardous duty, any special pay to which the Navyman was entitled and additional pay authorized by law (excluding allowances). Necessary application forms are forwarded promptly to the person believed to have entitlement, by the BuPers Casualty Branch. Payment is usually made in about two weeks. When circumstances require immediate payment to a widow this gratuity may be paid even earlier — within a 48-hour period—by authorization from the Navy Department through the Disbursing Officer, if the death of the Navyman can be determined to have occurred not as the result of his own misconduct. Whenever paid, this gratuity is tax free; it is not subject to claims against it, nor civil or military debts or obligations.

- **Arrears of Pay** — This is the amount of money due on the pay account of a deceased Navyman, including allowances or other amounts to his credit at the time of death. A claim form is forwarded by the Casualty Branch, Navy Department, to the Navyman's next of kin or legal heir (noted on DD Form 93). It generally requires at least a month for settlement of arrears in pay to be made. (The pay and allowances of a Navyman stop on the date of death.)

- **Payment of Indemnity and/or Government Insurance** — As a Navyman you are now automatically insured, at no cost to yourself, for \$10,000 against death while on active duty, and within 120 days after separation from active service. (See details on pages 9-11).

The free indemnity is payable to members of your immediate family in 120 monthly installments of \$92.90, providing you had no government insurance in force. If an insurance policy, either NSLI or USGLI, is in effect at the time of death, then payment on these policies will be made according to your own specifications. If the insurance is for a total sum of less than \$10,000, then the difference will be made up in the form of an indemnity paid at monthly intervals.

If you have waived payments on your NSLI or USGLI term insurance, your insurance remains on the same plan, with the same provisions in force for the time of your release from active duty—when you would ordinarily start paying the regular amount of insurance



survivors benefits

premiums again. Or if you have waived payments of the "pure insurance risk" portion of the premiums on your *permanent* plan of NSLI or USGLI while on active duty, you are in the same category. In the event of your death while you are in such a category, the proceeds of your insurance will be paid to your beneficiary in the manner which you have previously designated. However, if you have *cash-surrendered* your permanent plan of NSLI or USGLI (that is, given it up entirely) you are covered under the indemnity, and your beneficiary or beneficiaries will be paid in the manner prescribed by law for payment of the indemnity.

In any event, whether from government insurance or from the free indemnity, your surviving beneficiary is protected to the extent of \$10,000. How this \$10,000 will be paid, either in a lump sum, or under various monthly insurance options, or under the indemnity provisions, or possibly a combination of these, varies according to the type of protection you have chosen.

Documents required to collect all government insurance are discussed in the section covering your important papers (see page 69). The Casualty Branch, Bureau of Naval Personnel, will forward a copy of the "Certification of Casualty" (NavPers 2059) to any insurance companies listed on the "Record of Emergency Data" (DD Form 93). By agreement with the International Claim Association most insurance companies accept such certifications as proof of death for immediate payment. Your next of kin should notify the companies or their local agents of the full name of the insured, name of the beneficiary, type and number of the policy and the date and place of death (the policy should not be forwarded, however, until the insurance company requests it). The Casualty Branch is responsible for furnishing beneficiary information to the Veterans Administration for payment of insurance when death occurs in service or within 120 days following discharge or separation.

● **Household Effects** — If a Navyman dies on active duty the Navy will also ship his household goods to the home of the person legally entitled to them (your home of record or such other place as you may designate). Shipment will be made regardless of rank or rate, with the following limitations: 1) Shipment must be from the last permanent duty station or place of storage, and 2) shipment must be made within one year from date of death or one year from date of official report that the Navyman is dead, injured or missing for a period of 30 days or more.

In addition to household goods, one privately owned automobile may be shipped to the same destination as the household effects *if the auto is located outside the United States or in Alaska at the time of death*.

When necessary in connection with a shipment, the

Navy will also pay for as much as six months' storage of your household effects.

Application for shipment or temporary storage should be made to the designated shipping activity which is nearest to the household goods to be shipped.

● **Dependents Transportation** — When a Navyman dies while on active duty—regardless of his rank or rate, the place or cause of death—his dependents will be authorized transportation from the place at which the notice of death was received to: 1) The official residence of record as listed in the personnel record of the deceased, or 2) to such other place as designated by the surviving dependent.

To obtain this transportation the survivor should apply to the disbursing office of the nearest naval activity or to the station to which the Navyman was attached.

If your wife (or other survivors) performs the travel at her own expense, she may submit a claim for reimbursement to the Chief of Naval Personnel (Attn: Pers E3), Bureau of Naval Personnel, Washington 25, D. C.

● **VA Death Compensation** — The Veterans Administration offers dependents' compensation in cases where the death of the Navyman or ex-Navyman meets certain qualifications. Generally the Navyman must have been killed in action, or have died of wounds, or had a service-connected disability which may or may not have caused his death (see below). Detailed information on eligibility, specific money entitlement and the claims forms to be used should be obtained from your nearest Veterans Administration Office.

In filing a claim with the VA the dependent must have proof of the serviceman's death and a statement of his military service. A "Statement of Service" is furnished by the Casualty Branch Personal Affairs Division of the Bureau of Naval Personnel, Washington 25, D. C. Instructions for obtaining a death certificate from the Bureau of Medicine and Surgery may be found on page 66, the last paragraph.

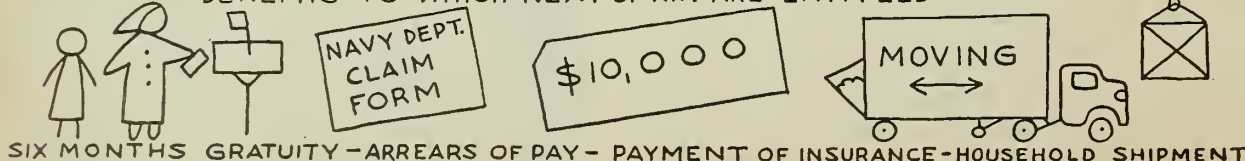
Here is a brief rundown on VA benefits and eligibility requirements:

Service-Connected Death — Monthly compensation is payable to survivors of eligible veterans who died of wounds or were killed in action, or died of a service-connected disability, and who served during war or during the period of the Korean conflict. In the case of a Navyman who is no longer on active duty and who dies as a result of a service-connected disability, monthly compensation is payable to his survivors if he was discharged under other than dishonorable conditions. Rate for a widow without child under this benefit is \$87, and for a widow with one child \$121.

Rates for dependent survivors of veterans of peace-time service who died of service-connected disability are 80 per cent of the above rates (except under certain specified circumstances).

Although there is no deadline for claiming the above compensation, a claim must be filed within one year

BENEFITS TO WHICH NEXT OF KIN ARE ENTITLED



after the veteran's death in order for the effective date of award to be the day following death.

Non-Service-Connected Death—Monthly pension is payable to the widow and/or dependent children when the following requirements are met: (1) if the Navyman served at least 90 days during World War II or the Korean conflict (less than 90 days if discharged for service-connected disability); (2) Had at time of nonservice-connected death a service-connected disability for which compensation would have been payable if 10 per cent or more in degree. (Pension is also payable regardless of length of service if at time of death veteran was receiving or was entitled to receive compensation or retirement pay for physical disability.)

Rates for this benefit are \$50.40 for a widow with no child, \$63 for a widow with one child and \$7.56 for each additional child; or \$27.30 for one child (no widow). It should be noted that this benefit is not payable to a widow without a minor child whose annual income exceeds \$1400 or to a child whose annual income exceeds \$1400, or to a widow with one or more dependent children if her annual income exceeds \$2700.

There is no deadline on this benefit either, but the claim must be filed within one year of the veteran's death if the effective date of award is to be the day following death.

• **Social Security Benefits** — Navy men who have been on active service sometime between 16 Sep 1940 and 30 Jun 1955, may have built up sufficient Social Security credits to earn benefits for their survivors. To be entitled to such benefits the Navyman must have performed a minimum period on active duty between the dates given above, and the minimum period varies according to the date of his death (see page 62).

One reminder on social security benefits (as discussed on page 61). In general, military credits may not be counted toward old-age and survivor insurance benefits if a monthly benefit based on the same period of service is payable by some government agency other than the Veterans Administration. This restriction has the effect of generally prohibiting personnel who are receiving Navy retirement pay from also claiming social security credits for the same period of service for themselves or their survivors.

• **Homestead Privileges** — Homestead rights (preference in staking claims to government land for purposes of establishing a home) may be available to surviving widows of eligible veterans, or widows of men who died on active duty. To take advantage of this privilege, the widow should request full information from the Bureau of Land Management, Department of the Interior, Washington, D. C.

• **Federal Employment Preference** — Certain Civil Service preference benefits are granted to widows of service personnel in connection with examinations, ratings, appointments and reinstatements—if they have not remarried. Unremarried widows of Navy men who have



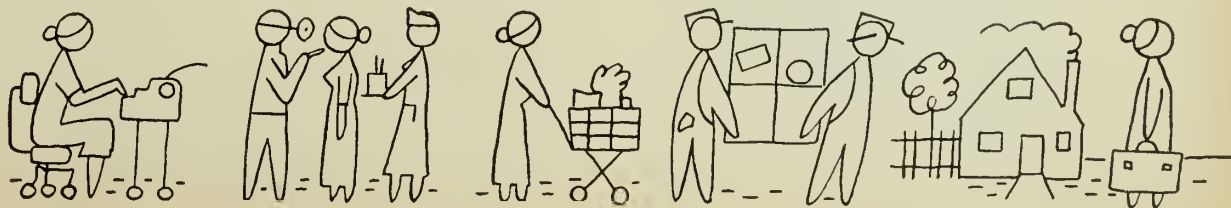
served in time of war are given 10 points in addition to their earned ratings in civil service exams.

Under certain circumstances, a mother of a Navyman who dies in service may also be entitled to preference.

Specific details concerning preference eligibility should be procured from any U. S. Civil Service Office or from your local Post Office. In addition, a dependent who is interested in getting employment should also visit the nearest United States Employment Service Office for information about job opportunities.

• **Commissary and Exchange Privileges** — The privilege of making purchases at any Armed Forces commissary and exchange is extended to the *unremarried widow* of a service member who died while on active duty or in a retired or retainer pay status. Application for exchange privileges should be made to the commanding officer of the activity where the commissary is located. He will issue the widow an identification card upon proof that she meets eligibility requirements.

• **Dependents Medical Care** — Unremarried widows and unmarried minor children of Navy men who die on active duty are eligible for medical care in Armed Forces medical activities where facilities for dependent care are available. Unremarried widows and unmarried minor children of retired deceased members of the Navy, including members of the Reserve components retired with pay or members of the Fleet Reserve transferred thereto after 16 or more years of service at time of death, are eligible for medical care in Armed Forces medical activities, *except* that unremarried widows and unmarried minor children of those members retired under Public Law 810, 80th Congress, are eligible for



survivors benefits

dependent medical care where facilities exist in naval activities only. Surviving dependents may get a Dependents Identification Card for medical attention (NavPers 1343) from BuPers (Attn: Pers G212).

Eligible Navy dependents may apply for medical care at Army or Air Force activities where facilities are available when the Navy has no facilities reasonably available in the area. You must realize however that—by law—the first job of military medical departments is to take care of Armed Forces personnel, so at times a dependent may not be able to be taken care of at a specific medical facility at a specific time.



• **Dependents Dental Care** — If hospitalized in a U. S. Naval Hospital, unremarried widows and unmarried minor children are eligible for such dental treatment as may be administered as an adjunct to inpatient hospital care. Dental care shall not include dental prosthesis or orthodontia. At other naval dental facilities dental care for dependents is limited to emergency dental treatment as demanded by the laws of humanity.

The following facts are also important for an understanding of the medical care available.

- Care for dependents is primarily for acute medical and surgical conditions. This *excludes* nervous, mental or contagious diseases, or those requiring domiciliary care (for example: persons for whom further treatment is not beneficial).

- Where hospitalization is required and is available, a charge of \$1.75 a day will be made.

- There are no provisions for payment of transportation to and from the hospital.

- Under no circumstances, including emergencies, can the Navy pay for the services of civilian medical specialists, or for prosthetic, orthopedic or other appliances.

- **Personal Effects** — When a Navyman dies his personal effects will be delivered to the next-of-kin of record or the legal heirs in the following manner:

If the death occurs within the continental limits of the U. S. and there is no doubt as to next-of-kin, personal effects may be either shipped direct, shipped with the remains, or delivered by the escort accompanying the remains.

If death occurs outside the U. S. or there is doubt as to the next-of-kin, the Navyman's effects are shipped to the U. S. Naval Supply Depot, Clearfield, Ogden, Utah, and held until the Casualty Branch of BuPers

determines who is entitled to them or turns them over to the legal administrator of the decedent's estate.

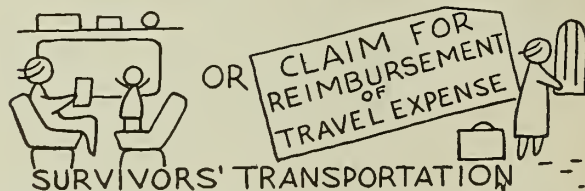
If personal effects are damaged or lost incident to the naval service of the Navyman dying on active duty, a claim for reimbursement may be submitted by the immediate survivors.

Information on submitting claims and claim forms may be obtained by writing to the Chief of Naval Personnel (Attn: Pers E3), Washington, D. C.

- **Burial** may be made at an open national cemetery or at any private cemetery. The Navy will defray all or part of the expenses. If the remains are consigned directly to a national or other federal cemetery, all necessary expenses incident to burial are paid by the government, and, therefore, no allowance is made to the next-of-kin. If the remains are consigned to a funeral director before interment in a national cemetery, an amount not to exceed \$75 may be allowed for services not duplicating those furnished by the government. When interment is in a private cemetery, the Navy will allow further expenses of funeral and burial not to exceed \$125. Application for burial allowance should be made to the Chief of the Bureau of Medicine and Surgery, Department of the Navy, Washington 25, D. C.

Headstones or gravemarkers will be furnished for unmarked graves of men who have died in service. If the Navyman is buried in a private cemetery, application must be made to the Office of the Quartermaster General, Department of the Army, Washington 25, D. C. If interment is in a national cemetery no application is required.

A **flag**—the U. S. national ensign—is provided to drape the casket and is presented to the next of kin. If, however, delivery cannot be made in time for the



burial service, the next of kin may receive a flag by writing to the Bureau of Medicine and Surgery, Department of the Navy, Washington 25, D. C. Flags for men buried outside the continental United States may be obtained from the VA.

Burial in a national cemetery is open to Navy men who die on active duty or after separation, or who served in peace or war under honorable conditions during their last period of service. Also eligible are certain citizens of the U. S. who served in allied forces, as well as a wife, husband, widow, widower, minor child—and—if authorized by the Secretary of the Army, who administers such cases—an unmarried adult child. Application should be made to the Superintendent of the National Cemetery in which burial is desired.

Death certificates are prepared by the medical officers of naval vessels, activities or commands to which the Navyman is attached at time of death whenever the death occurs aboard the command. If documentary evidence of death is desired by families of deceased personnel or their representatives, they should make written request for a copy of the "Certificate of Death" (Nav-Med-N) to the Bureau of Medicine and Surgery, Department of the Navy, Washington 25, D. C.



Wills, DD 93 and Other Documents Are Important You'll Be Wise To Keep Them Safe and Up to Date

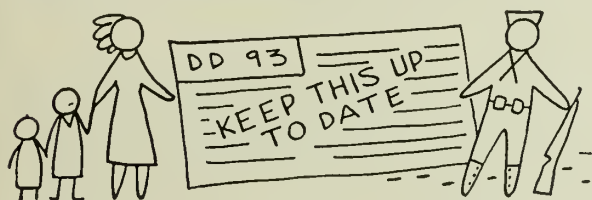
ARE ALL YOUR NECESSARY PAPERS in order? Do you know where those papers are? Here are some matters you, as a Navyman, should think about now:

Have you Made a Will? By executing a will you are assured that your property will be divided and administered according to your preferences, instead of as some court may decide.

This is especially important for the Navyman who may, because of circumstances connected with his military service, live in one state, establish residence in another, and own property in still a third state.

After making your will, it must be signed in the presence of witnesses to make it legally valid.

Take care in selecting your witnesses. They must be



of sound mind, of legal age, and preferably younger than you (on the assumption that they will outlive you). Three witnesses are a safe number—in some states only two witnesses are necessary, others require three. Relatives usually do not make the best witnesses. Sometimes it is advisable to use as witnesses the attorney who draws up your will and the person you designate as executor of your estate, provided they are not mentioned in the will.

A beneficiary is not acceptable as a witness.

Some states require the individuals who witnessed the will to be present at probate (determining the legal proof of the will).

A Power of Attorney is a convenient legal device you may wish to adopt and grant to a reliable and trustworthy person if you have financial and business transactions that must be managed while you are overseas or on board ship. This person can then act in your name and legally handle your affairs. It is advisable for you to discuss this subject with a legal officer.

Record of Emergency Data (DD Form 93)—Is your DD Form 93 up to date? The purpose of this form is to ensure up-to-date information for use in the event of death or serious illness or injury. This becomes a part of your service record when you first enter the Navy. It is one of the most important papers you will be required to complete during your career. It provides information concerning:

- Person to be notified in case of emergency.
- Person to receive six months death gratuity.
- Person (including commercial insurance companies or banks) to receive special allotment if you become missing in action, or in any way prevented from returning to naval jurisdiction.
- Names of commercial insurance companies to be furnished a certification of casualty.

- Person you have designated to receive proceeds of your Indemnity.

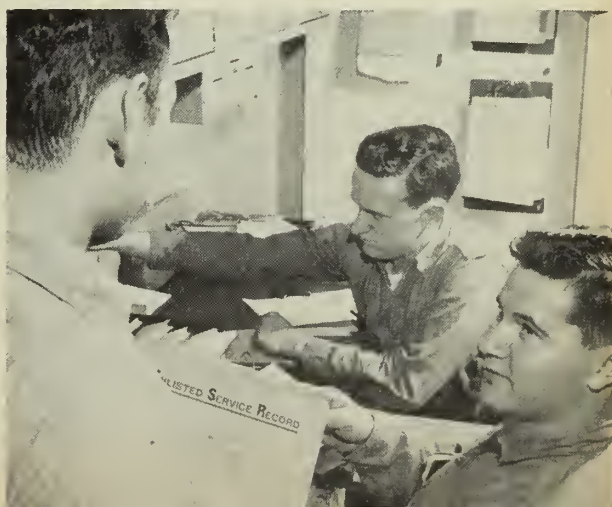
This form should be filled out with great care and should be kept up to date. Carelessness, incompleteness of the form, or lack of understanding may result in needless delay or failure to carry out your wishes. As a result, your dependents may be faced with unnecessary hardship if your DD Form 93 is not accurate and up-to-date. Here are the occasions when you should fill out a DD Form 93:

- When you first enter the service.
- When you reenlist.
- If you are recalled to active duty.
- If you are a Naval Reservist, upon being ordered to extended duty.
- When you are promoted from enlisted rating to officer rank.
- Whenever a change occurs in the status of your dependents or beneficiaries or persons to be notified in case of an emergency.
- Change in the name of the person designated to receive six months' death gratuity.
- Change in the dependents to receive the special allotment of pay if you are in a missing status.
- Change in beneficiary under the Servicemen's Indemnity.

Always remember that this form is your means of telling the Navy whom to inform in case of an emergency and the disposition of benefits in the event of your death. List all insurance policies on your DD 93. BuPers will automatically furnish certification of casualty (NavPers 2059) to the insurance companies named in the event of your death.

See your personnel office concerning a change in your form. They're simple, and involve no red tape.

Personal Affairs Record—In addition to your DD 93, you may wish to use a Personal Affairs Record (see page 70) for your own use. This is a rundown of all the vital data needed in the event of your death. It provides a list of dependents, beneficiaries, and where all your important papers, such as insurance policies, marriage certificates, birth certificates and other documents,



important papers

are located. In short, it is a comprehensive record of all your personal affairs.

This Personal Affairs Record is unofficial. However, you may be able to make use of it.

Important Documents You Should Have

Here's a brief check list of the important documents you should have at your fingertips as evidence of your entitlement to survivor's benefits:

- Your birth certificate, and ones for each member of your immediate family.
- Naturalization papers (if not born in the U. S.).
- Marriage certificates (including former marriages of you or your wife).
- Divorce decrees of both you and your wife.
- Court orders pertaining to support and custody of your legal dependents (including you or your wife's children by a former marriage or adopted children).

- Death certificates of children, former wife or former husband of your wife.
- Deeds and mortgage documents.
- Insurance policies.
- Bank accounts, Savings Bonds, securities.
- Wills.
- Power of Attorney.
- Proof of Service.

Keeping Your Papers Safe

You should make every effort to retain the original of all of these documents. It is advisable to have an adequate number of photostatic copies certified by the custodian of such records. (Photostatic copies may be made of these documents *except* in the case of naturalization papers. Should you be a naturalized citizen and have to verify your citizenship to a state or federal agency of the U. S., such verification may be obtained by applying to the Immigration and Naturalization Service. Don't send your original naturalization certificate.)

POWER OF ATTORNEY

(sample)

KNOW ALL MEN BY THESE PRESENTS, That I,.....
 rate or rank..... presently on active duty
 in the U. S. Navy residing in the city of.....
 County of, State of.....
 do hereby constitute and appoint
 of
 my true and lawful attorney for me and in my name, place
 and stead:

To lease, let, take possession, bargain, sell, assign, convey, pledge, mortgage and encumber, repair, insure and generally manage, any and all property, both real and personal, which I own, or may hereafter acquire from any source; to sign, execute and deliver any and all legal documents in connection therewith, and in all ways and in every way to deal with all property real and personal which I may at any time hereafter own, and with all rights or interest at any time owned or possessed by me with respect to any such property, and with all or any part of such property, rights, and interests, in every and all lawful ways in which I could myself deal with such property, rights, and interests, and each part thereof. To convey, waive, release and relinquish all and every dower rights, all and every homestead estates, and all and every rights under and by virtue of the homestead exemption laws. To deposit any monies received from any source whatever for me, and in my name with any bank, and to draw and deliver checks in my name against said monies and any other monies there deposited in my name or to my credit; to endorse, discount, sell, assign, negotiate and extend upon such terms as my attorney may deem best, all checks, drafts, notes, bills of exchange, trade and bankers' acceptances, and other negotiable or non negotiable papers, payable to me or to my order; and to accept and pay any note, draft, check trade acceptances or bills of exchange drawn upon me in relation to said matters; to sell, transfer, and assign all and any stock, or certificates thereof, standing in my name, and to collect all dividends, coupons and interest on any stock, bonds, or other securities now or hereafter owned by me; to ask, demand, sue for, recover, collect, settle, compound, compromise and adjust, by payment or otherwise, any and all debts, claims or demands due or become due to me or against me, and to make, give and execute full release, acquittance or other discharge for the same, whether under seal or otherwise; to execute vouchers in my behalf for any and all allowances and reimbursements properly payable to me by the United States; to take possession and order the removal and shipment of any of

my property from any post, warehouse, depot, dock or other place of storage or safekeeping, government or private; to execute any forms which may be necessary to effect an allotment of or deduction from my pay and allowances; to execute any form which I may be required to execute in connection with obtaining dependency allowances under any authority statutory or otherwise; to do all things necessary concerning any insurance policies, including the right to change beneficiary.

I do hereby give full power to perform all and every act and thing whatsoever requisite and necessary to be done in and about my affairs as full to all intents and purposes as I might or could do if personally present at the doing thereof, with full power of substitution or revocation, hereby ratifying and confirming all that my said attorney substitute shall lawfully do or cause to be done by virtue hereof:

I HEREBY DECLARE that any act or thing lawfully done hereunder by my said attorney, shall be binding on myself and my heirs, assigns, legal and personal representatives. I hereby ratify all that my attorney may do in the premise by virtue of this Power of Attorney, which shall remain in full force and effect until written notice of its revocation, signed by me, shall have been received by the grantee herein.

IT IS MY FURTHER INTENTION that all express words and terms, used herein granting powers and rights, be construed in their broadest sense to include all synonymous terms and implied powers thereunder.

IN WITNESS WHEREOF, I have hereunto set my hand and seal this.....day of....., A.D., 19.....
 (SEAL)

IN THE PRESENCE OF:

STATE OF ss.
 COUNTY OF

BE IT REMEMBERED, that on the
 day of A.D., 19.....,
 personally came before me the above-named.....
, to me known
 to be the person who executed the foregoing letter of attorney,
 and acknowledged the same to be his free and voluntary act
 and deed, for the uses and purpose therein mentioned.

Notary Public for

MY COMMISSION EXPIRES

You'll find that photostatic copies of the other documents will prove valuable. Many of the agencies to which a Navyman or his dependent applies must take simultaneous action, and cannot do so if they have to wait until some needed document is released by another agency considering another claim.

These documents are obtained from various sources. If you are unable to procure the documents or copies of the documents you need, your legal officer will be able to advise you as to what other evidence to get instead. In event you die while on active duty the Navy Department will provide your next of kin with a "certification of casualty" upon request, and a statement of proof of death in service. Your County Clerk or such official can provide certificates of marriage, deeds, mortgages and court orders. Adoption and birth certificates can be obtained from the Vital Statistics and Welfare Department of the state concerned.

Important Papers Should Be Filed for Safekeeping—

Are all your important documents stowed away in a safe place?

A safe deposit box, with the right of entry given to a dependent or other trusted individual, is one of the safest places in which to keep important papers.

Depository for Savings Bonds—Have you thought of having your Savings Bonds placed on deposit with the Navy's Safekeeping Depository? If you purchase U. S. Defense or Savings Bonds through payroll deductions, you may ask the Navy to store them for safekeeping at the Navy Safekeeping Depository, Cleveland, Ohio. Requests for information or for the release of bonds on deposit, should be addressed to the Commanding Officer, U. S. Naval Finance Center, Cleveland 14, Ohio.

Listed below are the benefits to which your estate or dependents may be entitled in the event of your death, the documents your wife must produce to receive them, and to whom the documents must be sent:

Documents for VA Compensation or Pension—In the event of a Navyman's death "in the line of duty" while on active duty, or in the event of the death of a person with a service-connected disability, his widow may be entitled to: *Veterans Administration Compensation or Pension*, plus allowances for children (see page 64).

To qualify, your dependents must present the following documents to prove eligibility for compensation or pension (which is payable only when documentary proof of eligibility has been received):

- Certification of your death (obtained from Casualty Branch, Bureau of Naval Personnel, Navy Department, Washington, D. C.), provided directly to governmental offices having cognizance over settlement of survivors benefits.

- A certified copy of the public record of marriage (if the dependent is your wife).

- If either you or your wife were previously married, a certified copy of public record of death of former wife or husband, or a copy of court decree of divorce or annulment of any prior marriages.



- Birth certificates of children under 18 years of age
- Certified copy of public records of your birth (if dependent is your mother or father).

These documents with a claim for the death compensation or pension, should be sent to: Director, Dependent Claims Service, Veterans Administration, Washington, D. C.

Papers for Six Months Death Gratuity—No documents are required for gratuity pay (discussed on page 63) to a designated widow unless either claimant or the Navyman had previously been married, when proof of termination of such marriage is required. However, in order to receive immediate payment the following information should be available to your wife and/or local command:

- Your file or service number and rank or rate.
- Activity where serving at date of death.
- Finding that death was not the result of your own misconduct.
- Name and address of your wife.
- Statement of circumstances requiring immediate payment.
- Date of death.

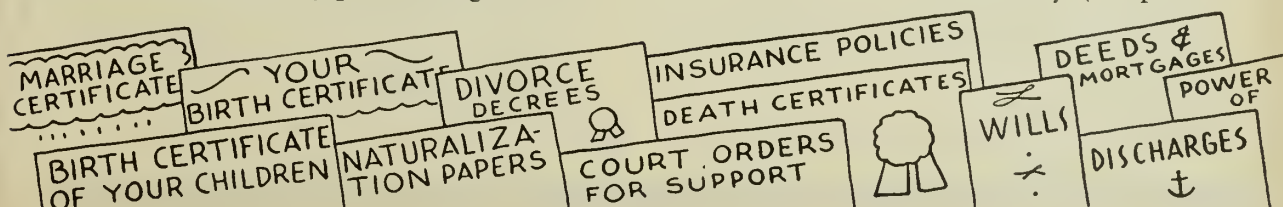
The necessary forms are forwarded, immediately following official report of death, to the dependents believed to have entitlement.

Return the documents to: Bureau of Naval Personnel, Casualty Branch, Washington 25, D. C.

Claim for Arrears of Pay—A claim form is forwarded by the Casualty Branch to your heir, as noted on DD Form 93. (More information may be found on page 63.)

Claims for Servicemen's \$10,000 Indemnity and/or Government Insurance—The following documents are required to collect government insurance or indemnity (discussed on page 9):

- The actual policy (not required for the Servicemen's Indemnity).
- Proof of death (supplied by the Navy Department).
- Birth certificate of beneficiary (if Option 3 or 4



PERSONAL AFFAIRS RECORD

of

(First)

(Middle)

(Last name)

(Organization)

(Service number)

I. Personal record:

1. Place and date of birth _____
(Town) (State) (Month, day, year)
2. Naturalization (if applicable) _____
by _____
(Designation and location of court granting naturalization)
3. Parents' names:
Father _____
(First) (Middle) (Last)
Mother _____
(First) (Maiden Name) (Last)
4. Marriage:
to whom _____
(First) (Middle) (Last)
Place and date _____
(Town) (State) (Month, day, year)
5. Children (full name, place and date of birth):

6. Name and address of personal lawyer or trusted friend who
may be consulted in regard to my personal or business
affairs:

(Name of lawyer or friend)

(Street) (Town) (State)

II. Family records (location):

1. Birth certificates or other proof of date of birth of self and of
each member of immediate family (required by insurance
companies and Social Security Administration) _____

2. Naturalization papers (if not born in United States) _____
3. Marriage certificate (necessary in order to establish claims
for certain payments and benefits and in connection with the
will, also social security benefits) _____

4. Divorce papers or certified copies thereof (in case either spouse
has been divorced) _____

III. Other important papers:

1. Will:
a. I have not executed a will,
(or)
b. I have executed a will:
1. Location _____
2. Lawyer's name and address _____
3. Executor's name and address _____
2. Power of Attorney:
a. I have not executed a power of attorney,
(or)
b. I have executed a power of attorney dated _____
(Month, day, year)
naming _____
(Agent or attorney in fact) (Address)
3. Income tax:
a. Copies of my Federal income tax returns and related papers
are located at _____
b. Copies of _____ income tax returns and related
(Name of State)
papers are located at _____
4. Other taxes:
a. Copies of my _____ tax returns and related
(Property, etc.)
papers are located at _____

IV. Insurance:

1. My life is insured as follows:
2. Type: Government _____ Commercial _____ Both _____
Insurance Company _____ Policy No. _____ Amount _____
3. It is payable by:
Lump sum _____ Installments for a number of years _____
4. The policies are located at _____
5. Premium receipts are located at _____
(Add in manner similar to above pertinent information thought
necessary regarding property, accident, liability, or other insurance
protection you may have.)

V. Social security data:

1. Social security number _____
2. Location of social security card or stub _____
3. Social security tax payments have been made. Yes -- No --

4. Location of up-to-date employment record, including place and type of work in each case:

VI. Property ownership or interest therein:

1. Real estate located at _____
a. The property is encumbered by a _____
(Mortgage, trust, deed, etc.)
Held by _____
b. Taxes on the property are paid to and including the
year _____
c. The property is insured with _____
(Insurance company)
Policy No. _____ against _____
(Fire, damage, liability, etc.)
for \$ _____
d. The papers are located at _____
(Location of deed, abstract,
mortgage, insurance contracts, and other papers)
2. (Add as many other entries as may be required to complete
record as to each piece of real estate in which you have
an interest.)
3. Automobile record:
a. (Make) (Model) (Year) (Motor number) (Body number)
b. Under _____ dated _____
(Title number) (Month, day, year) (State)
c. It is now licensed for use by _____
d. The automobile is insured with _____
(Insurance company)
1. Against _____
(Fire, theft, damage, collision, etc.)
(and)
2. Against _____
(Personal injury, property damage resulting
from operation)
3. Premiums are paid to _____
(Due date of next premium)
- e. The papers are located at _____
(Location of title, mortgage,
insurance, and other papers)
4. Personal property:
a. (In manner similar to above add any information thought
advisable concerning other large items of personal prop-
erty owned, such as a boat, machinery, livestock, goods
in storage, etc.)

VII. Bank accounts:

1. _____ Account
(Checking or saving; joint or individual)
in _____
(Name of bank and location)
2. (Add as many similar entries as may be required to show
all bank accounts.)

VIII. Safety deposit box:

1. Name of bank or trust company _____
Address _____
2. Location of key _____

IX. United States War or Savings bonds _____ (Where located)

1. Person designated as _____
(Co-owner) (Beneficiary)
2. Savings bonds by serial numbers and denomination _____
(Location)
(This is necessary to replace lost bonds)

X. Stocks and bonds and securities owned:

XI. Memorandum:

1. (Enter any additional data desired regarding insurance, allotments,
military record, instructions to dependents, Veterans' Adminis-
tration claim number, any former service or serial number, etc.)

2. I do/do not desire that a copy of this statement be forwarded,
together with copies of pertinent papers, to

(Name) (Relationship)

(Street and number) (City) (State) for his/her
information and safekeeping.

Date: _____

Signature _____

LAST WILL AND TESTAMENT OF

I, _____ (Name), _____, now residing in _____ (Name), _____, _____ (City or town), _____ (State), a legal resident of _____ (City or town), _____ (State), being of full age and of sound and disposing mind and memory, do hereby make, publish and declare this instrument to be my last Will and Testament, hereby expressly revoking all former wills and codicils by me heretofore made.

FIRST: I direct the payment of all my just debts and funeral expenses as soon after my my decease as shall be convenient.

SECOND: I give, devise and bequath to my wife, _____ (Name of wife), all of the property which I possess at the time of my death or to which I may be entitled, real, personal and mixed, and of every kind whatsoever and wheresoever situated absolutely and without restriction, knowing that she will make adequate provisions for the welfare and education of my minor children.

THIRD: In the event of the death of my wife, _____ (Name of wife), prior to my decease, or should my wife and I meet death at or about the same time or as a result of the same cause, then and in that event I give, devise and bequeath, absolutely and without restriction, all of the property which I possess upon my death or to which I may be entitled, real, personal and mixed, and of every kind whatsoever and wheresoever situated, to my _____ (Name of child or children), including any children hereafter born of this marriage, equally, share and share alike.

FOURTH: I appoint my wife, _____ (Name of wife), guardian of the person and property of my _____ (Name of minor child or children).

and as substitute guardian I appoint _____ (Name of substitute guardian).

FIFTH: I nominate, constitute and appoint my wife, _____ (Name of wife), executrix of this my last Will and Testament, and as substitute executor I appoint _____ (Name of substitute executor).

SIXTH: I hereby give my said executrix and substitute executor, respectively, full power and authority to sell (at public or private sale, for cash or credit), and to mortgage, lease and convey, any part of my estate, both real and personal, at such time and upon such terms and conditions as either may deem best.

SEVENTH: It is my desire that the said guardian, substitute guardian, executrix and substitute executor shall serve without bond or surety or security.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my seal at _____ (City or State), this _____ day of _____, 19 ____.

_____, (Name of testator)

The foregoing instrument, consisting of _____ (Number of pages) pages, including this page, was on the day of the date thereof, signed, sealed, published and declared by _____, as and for his last Will and Testament, in the presence of us, the undersigned, who at his request and in his sight and presence, and in the sight and presence of each other, have hereunto subscribed our names as witnesses, and we hereby certify that at the time of the execution hereof we believe the said testator to be of sound and disposing mind and memory.

_____ (Name of witness)	residing at _____ (Address)
_____ (Name of witness)	residing at _____ (Address)
_____ (Name of witness)	residing at _____ (Address)

of USGLI or NSLI insurance is selected).

- Certified copy of marriage certificate.

These should be forwarded to the Veterans Administration, Insurance Service, Washington 25, D. C., along with applicable forms.

Also remember that any commercial insurance policies you may carry in addition to your government insurance will require at least:

The policy itself, proof of death, birth certificate and marriage certificate.

Claims for Social Security Benefits—The documents necessary to prove eligibility for social security benefits (discussed on page 61) are:

- Your birth certificate or proof of your date of birth (i.e. baptismal certificate, Bible record, etc.).
- Your wife's birth certificate or proof of birth.
- Birth certificates of minor children.
- Certified copy of marriage certificate.
- Social Security number (if you have one).

These documents should accompany the claim to the Social Security Board, Gander Building, Baltimore 2, Md., or to your local Social Security office.

Claims Under Survivor's Annuity Plan—This is applicable to the survivors of retired Navymen who, under the Uniformed Services Contingency Option Act, have participated in one of the options of the annuity plan by accepting reduced retirement pay, and thus have established a monthly annuity payable to their depend-

ents. Details on the plan are covered in the article on page 59. The Navyman executes his annuity option on form NavPers 591, and should keep his copy of the form with his other important documents.

Claims for Other Benefits—Here are some other less tangible benefits to which your widow may be entitled and the documents needed to prove eligibility: *U. S. Civil Service preference, Navy medical care, commissary and Navy Exchange privileges, free transportation of household effects, eligibility for G. I. Bill loans under the World War II G. I. Bill, dependents travel allowance.*

The documents needed for the above benefits are:

- Marriage certificate.
- Birth certificate (of dependent children).
- Death certificate.

Do your dependents have ready access to your documents or, at least, know where they are kept? Be sure your family knows where these papers are and what to do with them.

Keep this in mind—experience has shown time and time again that almost invariably the confusion and delay in helping the survivors of a serious disaster have been caused by one factor—the records concerning the personal lives of the Navymen were not complete. Unless you take care of your personal records, someone else will have to guess at your intentions concerning your loved ones if you become a casualty.

Table of Active Duty Service Pay and Allowances as of March 1955

RANK OR PAY GRADE	MONTHLY BASIC PAY (BASED ON CUMULATIVE YEARS OF SERVICE, ACTIVE AND INACTIVE)												
	Under 2 yrs.	Over 2 yrs.	Over 4 yrs.	Over 6 yrs.	Over 8 yrs.	Over 10 yrs.	Over 12 yrs.	Over 14 yrs.	Over 16 yrs.	Over 18 yrs.	Over 22 yrs.	Over 26 yrs.	Over 30 yrs.
0-8 Rear Admirol (Upper Half) and above	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$992.94
0-7 Rear Admirol (Lower Half)....	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	829.92	859.56
0-6 Coptain	592.80	592.80	592.80	592.80	592.80	592.80	592.80	592.80	607.62	637.26	666.90	696.54	726.18
0-5 Commander	474.24	474.24	474.24	474.24	474.24	474.24	489.06	503.88	518.70	548.34	577.98	607.62	607.62
0-4 Lieutenant Comander	400.14	400.14	400.14	400.14	414.96	429.78	444.60	459.42	474.24	503.88	518.70	533.52	533.52
0-3 Lieutenont	326.04	326.04	340.86	355.68	370.50	385.32	400.14	414.96	429.78	444.60	459.42	459.42	459.42
0-2 Lieutenont (junior grode).....	259.36	274.18	289.00	303.82	318.64	333.46	348.28	363.10	363.10	363.10	363.10	363.10	363.10
0-1 Ensign	222.30	237.12	251.94	266.76	281.58	296.40	311.22	326.04	326.04	326.04	326.04	326.04	326.04
W-4 (Com. Warrant Officer).....	332.90	332.90	332.90	348.04	363.17	378.30	393.43	408.56	423.70	438.83	453.96	469.09	484.22
W-3 (Com. Warrant Officer).....	302.64	302.64	302.64	310.21	317.77	325.34	332.90	340.48	348.04	363.17	378.30	393.43	408.56
W-2 (Com. Warrant Officer).....	264.82	264.82	264.82	264.82	272.38	279.95	287.51	295.08	302.64	317.77	332.90	348.04	363.17
W-1 (Warrant Officer)	219.42	219.42	219.42	226.98	234.55	242.11	249.68	257.24	264.82	279.95	295.08	310.21	310.21
E-7 (Chief Petty Officer).....	206.39	206.39	214.03	221.68	229.32	236.96	244.61	252.25	259.90	275.18	290.47	305.76	305.76
E-6 (Petty Officer, 1st Class).....	175.81	175.81	183.46	191.10	198.74	206.39	214.03	221.68	229.32	244.61	259.90	259.90	259.90
E-5 (Petty Officer, 2nd Class).....	145.24	152.88	160.52	168.17	175.81	183.46	191.10	198.74	206.39	221.68	236.96	236.96	236.96
E-4 (Petty Officer, 3rd Class).....	122.30	129.95	137.59	145.24	152.88	160.52	168.17	175.81	183.46	198.74	198.74	198.74	198.74
E-3 (SN, FN, AN, CN, TN, HN, DN)	99.37	107.02	114.66	122.30	129.95	137.59	145.24	152.88	152.88	152.88	152.88	152.88	152.88
E-2 (SA, FA, AA, CP, TA, HA, DA)	85.80	93.60	101.40	109.20	117.00	124.80	124.80	124.80	124.80	124.80	124.80	124.80	124.80
E-1 (over 4 months) (SR) (etc.)....	83.20	91.00	98.80	98.80	98.80	98.80	98.80	98.80	98.80	98.80	98.80	98.80	98.80
E-1 (under 4 months) (SR) (etc.)....	78.00												

RANK OR PAY GRADE	SPECIAL DUTY PAY (PER MONTH)			SUBSISTENCE ALLOWANCE (with or without dependents)			QUARTERS ALLOWANCES (PER MONTH)										
	Sea Pay or Foreign Duty	Flight Pay (crew member) or Sub- marine Pay	Other Hazard- ous Duty Pay		No De- pendents	With De- pendents	QUARTERS ALLOWANCES AND MONTHLY ALLOTMENTS FOR ENLISTED PERSONNEL WITH DEPENDENTS										
											The columns listed below apply only to enlisted personnel with dependents. The enlisted person's quarters allowance is determined by his pay grade and by the number of persons who are legally dependent upon him, up to a maximum of three dependents. A sum equal to this quarter's allowance (column A), as authorized by the Armed Forces Pay Raise Act (Public Law 346), is combined with a certain minimum portion of the enlisted man's basic pay (column B), and together with A, plus B, are equivalent to the minimum amount of the allotment check which the Government sends to the enlisted man's dependent.						
											*REMEMBER, in figuring out the actual amount of your service pay and allowances which you will receive in your personal check (or in cash), SUBTRACT the amount in column B (plus any additional contribution by allotment to your dependents) from the amount listed in your pay grade under "Monthly Basic Pay." The sum in column B represents the required minimum amount from your basic pay which you must contribute to your dependent's allotment. This sum in column B is included with the Government's contribution in column A to equal the amount mailed by the Allotment Division, Field Branch, BuSndA, Cleveland, Ohio, direct to your dependent. Payments of your pay will continue in even dollars. Balances of cents, as before, will be carried over and credited to your pay account.						
											YOUR EXACT PAY can be figured if you ADD your clothing allowance, any special duty pay (sea pay, flight pay, etc.), or commuted rations. Then SUBTRACT any allotments such as your own contribution to BAQ, withholding tax, Defense Bonds, insurance, savings bank account, excess leave checkage, etc.						
0-8	} Not eli- gible	\$150.00	} \$100.00	} \$47.88	\$136.80	\$171.00	PAY GRADE	A			B	A+B=V					
0-7		150.00			136.80	171.00		BASIC QUARTERS ALLOW- ANCE FOR DEPENDENT(S)			ENLISTED MEMBER'S MINIMUM CONTRIBU- TION FROM BASIC PAY	MINIMUM AMOUNT OF MONTHLY ALLOTMENT TO DEPENDENT(S)					
0-6		210.00			119.70	136.80		1 depend.	2 depend.	over 2 dep.	1 depend.	2 depend.	over 2 dep.				
0-5		180.00			102.60	136.80											
0-4		150.00			94.20	119.70											
0-3		120.00			85.50	102.60											
0-2		110.00			77.10	94.20											
0-1	100.00	68.40	85.50														
W-4	} Not eli- gible	} \$100.00	} \$100.00	} \$47.88	94.20	119.70											
W-3					85.50	102.60											
W-2					77.10	94.20											
W-1					68.40	85.50											
E-7	\$22.50	\$75.00	} \$50.00	} A daily rate of \$2.57 when rations in kind are not available. When permission is granted to mess off the base, commuted rations at \$1.10 per day. Leave rations at \$1.10 per day are figured for each day of leave.	\$51.30 (author- ized only when gov't quarters are not available)	See explana- tion in columns at right	E7 (CPO)	\$77.10	\$77.10	\$96.90	\$80.00	\$157.10	\$157.10	\$176.90			
E-6	20.00	67.50					E6 (PO1)	77.10	77.10	96.90	80.00	157.10	157.10	176.90			
E-5	16.00	60.00					E5 (PO2)	77.10	77.10	96.90	60.00	137.10	137.10	156.90			
E-4	13.00	52.50					E4 (PO3)	77.10	77.10	96.90	60.00	137.10	137.10	156.90			
E-3							E3 (SN)	51.30	77.10	96.90	40.00	91.30	117.10	136.90			
E-2	9.00	45.00					E2 (SA)	51.30	77.10	96.90	40.00	91.30	117.10	136.90			
E-1	8.00	30.00					E1 (SR)	51.30	77.10	96.90	40.00	91.30	117.10	136.90			
E-1	8.00	30.00															

THE ABOVE CHART is a handy reference to help you determine your Navy pay and allowances as of March 1955.

If you've read the preceding pages, you will have learned that this only tells part of the pay story. You'll have discovered, if you didn't already know, that many other benefits are available to you as a Navyman. This issue has covered, briefly, the many educational and professional opportunities available to you, the recreational facilities afloat and ashore, your insurance rights, as well as reenlistment bonuses, means by which you can buy your own home on advantageous terms, and the Navy retirement system. All these elements, and many

more, are a part of your hidden pay and allowances.

But pay and allowances and the other benefits are only a part of the picture. Like any other institution, whether military or civilian, the Navy is pretty much what you make it for yourself. That's why some Navy-men decide to make a career after their first year or so. Others can't wait until their enlistment expires.

There's an important part of the Navy rights and benefits story that does not appear in these pages. That is the tremendous job the Navy is doing in our national defense. That is a right in which you participate—and it's the most important benefit for you and your dependents.

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

● **CREDITS.** This special issue was an all hands evolution of the Informational Services Branch, Special Services Division, Bureau of Naval Personnel, and was prompted by a request from the Personal Affairs Division. The Personal Affairs Division of BuPers required a publication which would incorporate all information on rights and benefits which accrue to naval personnel and their dependents or survivors, under one cover.

The following staff members were responsible for the writing, art, and layout of this issue:

Writers: Bob Ohi, JO1, USN; Rudy Garcia, JO1, USN; Barney Baugh, JO1, USN; Ted Sammon. **Art and Layout:** Don J. Addor; Jack Wing, DM2, USN; Ed Nichols, JOSN, USN. **Research:** Virginia Gibson; John Stiller, YN3, USN; Tom Chan, YNSN, USN; **Photographic assistance** was given by Mr. Walt Seewald of the Bureau of Naval Personnel.

TAFFRAIL TALK

A BOUT THIS ISSUE—This special, 72-page issue of ALL HANDS was prompted by the fact that there has been no single reference to which Navy men could turn when they needed to learn all the facts which might affect their careers and their personal affairs while on active duty.

That's the primary reason why this issue is devoted exclusively to this single subject—so that you may learn from a single source some of the basic facts of career information and the rights and benefits that are available to you and your dependents, and how they may be obtained.

As this issue went to press, the material presented was as accurate and complete as it was possible to establish at that time. When future changes are made, you'll hear about them through official directives and in ALL HANDS.

★ ★ ★

There undoubtedly will be changes, some of them in the near future. The Navy is today, as it has been in the past, doing all it can, consistent with current laws and regulations, to make the naval service attractive to the highest type of personnel available.

There has been a steady improvement in the status of the Navyman ever since there was a Navy. The changes may have seemed almost imperceptible at times, but they are very real in their cumulative effect.

In the "good old days," for example, an able-bodied seaman was entitled to receive \$8 per month, and subsisted on a typical bill of fare which included one pound of bread, one pound of pork, a half pint of peas and four ounces of cheese daily. Compare that with the pay, food, and allowances of today's Navy men.

Just about a century and a half ago, a typical officer received an annual stipend of \$300 to \$600 to take care of raising a family and paying his mess bills and other expenses. Take a look at the rights and benefits that have occurred since.

★ ★ ★

One point is inescapable—the Navyman of today is better off than ever before, as a member of a respected, honored and highly skilled profession.


In large part this situation is due to the joint efforts of Congress and the President, while within the naval establishment the continuing program has been sparked by a long line of men headed by the Secretary of the Navy and Chief of Naval Operations. The Chief of Naval Personnel has as a major responsibility the administration of personnel and attention to personnel problems. And a whole Navy bureau, BuPers, functions in behalf of you and your career—your training, your advancement, your assignments, the welfare of you and your dependents.

As the machines of modern war have become more complex the importance of the men that run them becomes increasingly greater. The caliber of the average Navyman must therefore be, above average.

You have a lot to offer to the Navy—and, after looking through the preceding pages, you can see that the Navy has a lot to offer you.

The All Hands Staff

* **THE IMPORTANT ISSUE**



your navy career *
your family *
your future *

* you'll find
the answers
to your questions
in this issue

* **PASS THIS COPY ON!**

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



BOS'N'S
CHORUS

This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

APRIL 1955



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

APRIL 1955

Navpers-0

NUMBER 458

VICE ADMIRAL JAMES L. HOLLOWAY, JR., USN

The Chief of Naval Personnel

REAR ADMIRAL MURR E. ARNOLD, USN

The Deputy Chief of Naval Personnel

COLONEL WM. C. CAPEHART, USMC

Assistant Chief for Morale Services

TABLE OF CONTENTS

	Page
'Westward Ho'—Navy Family Style	2
Navy Swaps Know-How with MDAP Sailors	5
The Word	8
Prospecting for Gold at Bainbridge	10
Liberty in Lisbon.....	13
PG School Teaches Old Salts New Tricks	14
Thru This Gate Passed Top Navy Models.....	18
Servicescope: News of Other Services	20
Letters to the Editor.....	22
Special Feature	
Nautilus Blazes Silent Service Trail.....	28
Centerspread: Submarine Navy	32
Today's Navy.....	34
Bulletin Board	42
Living Conditions in Japan.....	42
Living Conditions in Malta.....	43
Where to Go to Find Out What You Want to Know	46
Promotion Requirements for USNR Officers	48
Summary of New Legislation.....	49
Directives in Brief	50
Bargain-Hunters Will Buy This	51
Here's List of Ships and Service Craft by Type and Designators	54
Decorations and Citations	55
Book Reviews.....	58
Book Supplement:	
Journal of Constitution's Surgeon—1812	59
Taffrail Talk	64

LCDR F. C. Huntley, USNR, **Editor**

John A. Oudine, **Managing Editor**

Associate Editors

G. Vern Blasdel, **News**

David Rosenberg, **Art**

Elsa Arthur, **Research**

French Crawford Smith, **Reserve**

Don Addor, **Layout**

• **FRONT COVER:** BOS'N'S CHORUS pipes a call aboard USS Mount McKinley (AGC 7). Left to rt. are: P. N. Reales, BM3, USN; Kenneth Messer, BM3, USN; D. M. Watson, BMSN, USN; and J. T. Vinson, BMSN, USN.

• **AT LEFT:** SIXTH FLEET sits for family portrait. Major ships of Sixth Fleet cruise waters of central Mediterranean in special formation for fleet picture.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photo on page two by Randy Rout, Washington (D.C.) Star.



ALL ABOARD for Dependents Special as she stands by to 'up anchor' and set course for San Diego, Calif.

'Westward Ho'—Navy Family Style

THE SKIPPER ORDERED one long blast on the whistle, all lines were cast off and to the strains of "California Here I Come," the Navy's first heavy duty landcruiser, a multi-jointed, 1540-ton craft, was launched on her maiden voyage.

Her crew, slightly different in make-up than the usual Navy crew, was primarily women and children. Her destination was over 3200 miles away. A few days later the craft pulled into port, the crew was granted liberty and all hands described the voyage as a huge success.

That was the story of the "Navy Family Special," a novel operation put into effect by the Navy to transfer the wives and children of Navymen assigned to 33 ships of the Atlantic Fleet which had their home ports changed to the West Coast.

The landcruiser was a special 17-car train, the likes of which has never been seen before, and carried the dependents of Navymen of some 33 ships from Norfolk, Va., to San Diego and Long Beach, Calif.

During the trip the train had its own small but efficient hospital, the food served in the diners was reported as "delicious" and was half the usual price; the theater and recreation car was a delight to both the mothers and the moppets. For refreshments there was a string of stops across the country where Navy Wives Clubs, Navy Mothers Clubs,

Boy Scouts and the American Red Cross showered the travelers with toys, games, candy and ice cream.

The similarity between the train and a small town was further emphasized in its "Main street." Main drag on the train measured two and one-half feet across and was nearly 1600 feet long. The heavy traffic up and down the aisles convinced those aboard that several stop lights should have been installed and maybe a traffic policeman or two as well.

The train, with all its conveniences and facilities, was the high spot in the transfer of the many dependents. However there were many other innovations that went into making this one of the easiest transfers any of the Navymen and their dependents had ever made.

Special Train Moves Families of Navymen In East-West Switch of Atlantic Fleet Ships

The whole scheme got its start with the first announcement of the transfer of the ships' home ports last fall. The Chief of Naval Personnel took one look at the shift, the many dependents who would be affected, and quickly decided that it called for something a little different from the

aid the Navy always gives upon transfer.

One of the first moves was to give all men serving in the ships being shifted a chance to stay on the East Coast, if at all possible. Everyone who wanted to stay was told to submit a request indicating his desire to do so while men in other ships of the Atlantic Fleet were encouraged to request duty in the departing ships.

The response to this program was overwhelming. Many of the ships that headed west did so with almost entirely new crews, from skipper to mess cooks. However as the transfers were effected between the ships on a rate-for-rate, rank-for-rank basis there was no loss of operating efficiency.

Once things got underway the whole idea became like a snowball rolling down hill, it kept growing and growing. Every day the BuPers officials and the various Navy installations in Norfolk, San Diego and Long Beach came up with something new to make the trip easier and more pleasant.

In Norfolk special meetings of the men whose families were scheduled to travel west were held and the BuPers idea for the special train was broached. The Navymen in turn talked it over with their families. It wasn't long before enough of them decided to take advantage of the offer to make a special train feasible.

Actually the train itself didn't cost the Navy a penny. Since each dependent was entitled to transportation, it was merely getting enough of them together to leave at the same date.

Getting everything ready for that many families to leave on the same day seemed like a monumental task, and it was. Automobiles for example, caused many a headache. When a count was made it was found that fully 700 automobiles were to be shipped around to California. These went via several of the amphibious ships that made the move.

The 700 automobiles were processed through the Norfolk Naval Supply Center in a matter of days, yet the number is more than is normally handled by that outfit in a year's time.

The Navy did the planning for the men and their families in almost every situation that arose. The household goods were shipped by van and railroad, and an estimated two million pounds were picked up only a day or so before the train departed. This was delayed until the last moment so that the families headed west could remain in their own homes until time to board the train, thus saving an expense that might have been involved in staying in hotels or motor courts.

During this period the cars and engines that were to be used in taking this mass exodus of Navy families across the country were assembling in Norfolk. Navymen and civilians alike volunteered to decorate the train, and "U.S.N." in big letters adorned each car. Inside the decorations ran from simple welcome cards to an elaborately decorated recreation car that featured Walt Disney cartoon characters painted life size in mural fashion on the walls.

On D-Day special buses rounded up the followers of Horace Greeley's famous advice and loaded them directly on the train. As one Navy wife was heard to say, "The Navy has done everything. All I have had to do was to be at the right spot at the right time."

The crew of the "Navy Family Special," one the many names tagged on the train during the trip, boarded the train with information on housing, school and the many other important items that concerned them on heading for a new station. This had been forwarded by officials at both Long Beach and San Diego and answered

nearly every question that the women could think of to ask.

The actual departure of the train came on a cold, wintry day, but that didn't dampen the spirits of either those leaving or the many Norfolknians who came to wish them "bon voyage." In addition to the Navy and city dignitaries there was an advance contingent of Californians in the crowd, in the guise of three U. S. Congressmen from California, who were on hand to tell the dependents of the warm welcome that awaited them at their destination.

Once the train pulled out of Norfolk and headed west the story of the trip captured the interest of the entire country. Newspaper men compared the trip with the westward movements of thousands of Americans during the gold rush days of the 49ers.

All along the route of travel, hundreds of people turned out to wish the travelers good luck and ply them with refreshments. Relatives along the way had been alerted by the Navy that their particular kin was aboard. While the reunions were brief, they were happy affairs.

Life aboard the 17-car train was a dream for the many children. For those in the 2- to 12-year age bracket (there were more than 80) a special car was converted into a theater with murals decorating the walls. George Paperelli, SN, USN, who was being transferred to the West Coast, ran movies almost continuously while the kids whooped and hollered it up at their favorite cartoon character.

Despite the number of children aboard and the headaches that



DECORATIONS, inside and out, add color to the occasion as Operation 'Happy Dependents' is squared away.

were anticipated, everything went smoothly and the special train crew stated that, "they are the best behaved group of children we have ever seen."

A doctor, two nurses and three Wave medical corpsmen were aboard and set up a special small dispensary to handle emergencies.

One of the biggest supply problems that confronted those making the trip was that of keeping enough disposable diapers on hand. At nearly any time of the day or night some anxious mother could be seen hurrying up the aisle to one of the three spots throughout the train where the indispensable disposables were stacked. However, the constant demand had been anticipated and there were still boxes left over when the trip ended.

The two dining cars that supplied

ALL HANDS GET IN THE ACT as brothers John and George McCulley beat out their own farewell salute prior to boarding the train at Norfolk, Va.



These Ships Took the Longer Route

The men whose dependents took advantage of the Navy's special through train from the East to the West Coast were on board 33 ships of the Atlantic Fleet which have been sent to the Pacific Fleet for a permanent change. These include:

uss *Whitemarsh* (LSD 8); uss *W. B. Cobb* (APD 106); uss *Braine* (DD 630); uss *Stoddard* (DD 566); uss *Ammen* (DD 527); uss *Ingersoll* (DD 652); uss *Mullany* (DD 528); uss *Isherwood* (DD 520); uss *Cogswell* (DD 651); uss *Knapp* (DD 653); uss *Mount*

Olympus (AGC 8).

uss *Navarro* (APA 215); uss *Marquette* (AKA 95); uss *Rolette* (AKA 99); uss *Carter Hall* (LSD 3); uss *Oak Hill* (LSD 7); uss *Laning* (APD 55); uss *Ruchamkin* (APD 89); uss *Trathen* (DD 530); uss *Watts* (DD 567); uss *Jarvis* (DD 799); uss *Black* (DD 666).

uss *Prichett* (DD 561); uss *Owen* (DD 536); uss *Cowell* (DD 547); uss *Cushing* (DD 797); the *LSTs* 279, 400, 306, 664 and 503 and uss *Baltimore* (CA 68) and uss *Midway* (CVA 41).

the food for the trip were staffed by some of the railroads' best dining car stewards and were without a doubt among the busiest places on the entire train. Daily they had the job of feeding the many and varied appetites displayed and a special diet kitchen was operating to make sure that the younger set got just what they needed. The only complaint heard was from one of the wives who was afraid that she was going to gain too much weight during the trip.

Periodically during the three days aboard the train, messages were sent to the husbands and fathers aboard ship telling of the progress being made, how the travelers were faring and other information.

While usually a train trip begins to get tiresome after the first day, such was not the case on the Special. Games and toys for the children kept them happy and all along the line each stop produced something new and exciting.

Typical of this was the entertain-

ment supplied the children as the train was crossing New Mexico. An Indian chief in full dress boarded the train and for hours on end he moved from car to car, filling the children with tales of the old west and the deeds of his forefathers.

When the train reached Los Angeles it was split into two sections, one heading for Long Beach and the other for San Diego, the new home ports for the ships. By the time the journey was ended officials estimated that the train had covered 3253.4 miles in 74 hours and 45 minutes.

If the cross country wanderers thought that once they arrived in California they were on their own they were mistaken. For again the Navy had anticipated problems that might arise and had made provisions to take care of them until they could get settled down and their husbands could join them.

In both places the "welcome" mat was well prepared and spread out long before the train pulled into the

station. Special committees had been hard at work preparing for the arrival of the Easterners for some time. When they arrived there was someone to meet each family and drive them to the temporary housing.

In both Long Beach and San Diego there were two-bedroom units, completely furnished waiting and ready for the weary travelers. All that was needed to set up housekeeping was the food. Even that was supplied in San Diego by civic and church organizations who stocked the cupboards before the families reached their new houses.

In the following days the local people supplied baby sitter service while the women went house hunting, or made arrangements for their children to go to school. In most instances cars were provided to help the mothers get around, and at every turn assistance was offered in large helpings. A special Information Center was set up to answer every question or aid in any way.

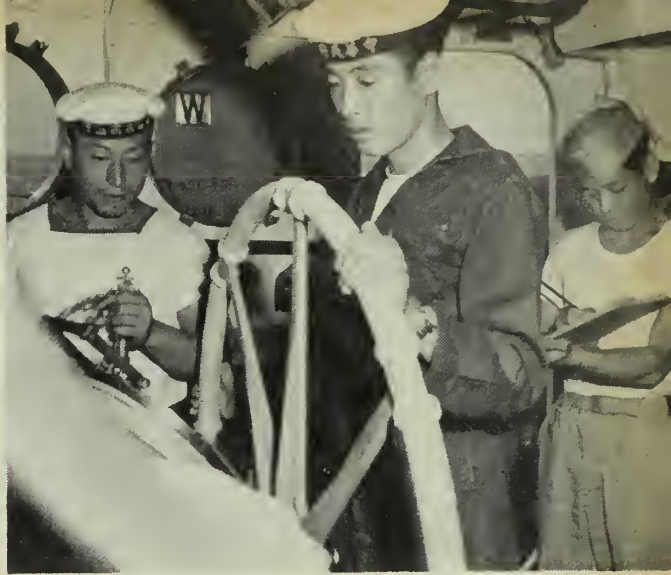
In many instances the household goods were already there and waiting while the remainder was expected to be ready for delivery in a matter of days. When the husbands arrived the cars would be unloaded and everything put in apple pie order.

The whole move was best summed up by one mother of three children who after sinking into a chair in her new quarters looked up and said, "Thanks to the Navy this move has been easier than any I've ever made before. Why it would have been more strain on me to move across the street than it has been to make this move."

—Bob Ohi, JO1, USN

END OF THE LINE. Dependents train arrives at San Diego, Calif., where relatives of those aboard stand by to welcome.





BELGIAN SAILOR gets the word in engine room of mine sweeper. Right: Republic of China navymen get the feel of a PCC.

Navy Swaps Know-How with MDAP Sailors

YOUR NAVY IS NEITHER a nautical college nor a division of the State Department—but Navy men are both ambassadors and teachers. They teach themselves and their shipmates, and they are teaching the Navy men of our allies. At the same time they are getting to know people from all parts of the world and their way of life.

This swap of know-how—and cultural ideas—is largely the result of the Mutual Defense Assistance Plan, MDAP for short. Take a look at a Navy school layout and you're likely to see a number of foreign sailors—Colombians, perhaps, or Thais, Turks, Greeks or Italians. Maybe even British or Canadians. Most likely they will be students learning the intricacies of U. S. fire control apparatus, Navy methods of damage control or the operation of Navy weapons (and getting a good, close look at the U. S. citizen in his "native habitat")—all under the mutual defense plan.

Overseas—in South America, Europe and Asia, U. S. sailors attached to Naval Missions or Military Assistance Advisory Groups (MAAGs) are on the other end of the same plan, helping our allies in the creation of more efficient, better trained navies while absorbing something of their culture.

Here's a statistic that will give you an idea of the Navy's share in the mutual defense training program: During any given month there will be approximately 1100 foreign students enrolled in Navy schools. These trainees are drawn from approxi-

mately 30 countries and may be enrolled in any one of some 85 Navy school courses—or in aviation or medical training.

Who pays for this training? Countries which are full partners in MDAP, and therefore contribute their full share to the mutual security alliance, receive training as part of our share in MDAP. Other countries friendly to the Western powers but not members of MDAP may also send students to the U. S. for training, but they must pay all expenses other than living quarters and actual schooling. Their local embassies or government representatives pay the bill for such items as food and travel expenses. Foreign Navy trainees work, eat and live with our Navy men.

Stateside training for our allies is based upon two distinct needs and therefore involves two types of trainees. The first of these is the need for qualified instructors; the second for crewmen to run ships turned over to our allies under MDAP. As a rule, instructor type students are trained by schools under cognizance of BuPers, BuAer, DCNO (Air), Fleet Training Commands or Amphibious Training Commands. Such students are expected to return to their own countries where they will form a nucleus group of educational administrators and teachers in foreign naval schools.

Typical of this group of students were two lieutenant commanders in the Royal Thai Navy, recently reporting aboard the San Diego Naval

Training Center for the 12-week Class "A" Pipefitters School. Just before that, both officers had attended the Molders School at the Naval Station. Before assignment to the U. S., one of the officers was an instructor in the Royal Thai Navy's Damage Control School at Bangkok, while the other served as an instructor at the Royal Thai Naval Academy.

Like their American counterparts, both officers were screened and selected for their potentialities. Prerequisites for such trainees include technical background, aptitude for the type of training, dependability and a working knowledge of the English language.

The second type of trainee, whom you're likely to see at Stateside fleet training activities, are the members of ship transfer crews. Although their training differs in some respects from that provided instructor type students, it also has the ultimate purpose of providing foreign navies with the knowledge necessary to enable them to maintain and operate ships and equipment delivered to them by the U. S. Navy.

A foreign crew must be taught to operate and maintain any U. S. ship transferred to their government. This includes both formal instruction in schools and underway training, the extent of the training depending upon the crew's previous familiarity with the ship's equipment.

For example, an escort vessel may be transferred to a navy which has had experience in operating a similar



TURN ABOUT—W. J. Trilling, USN, stands by on Italian Battleship, Nave Doria, while one of her crewmen shows him how to use the ship's phone.

ship. In such case, it would be relatively easy for that navy to furnish a nucleus crew, which, with little preparation, can safely sail it from the United States and train the future crew to handle it.

On the other hand, a sister ship might be transferred to a navy totally unfamiliar with the ship type, requiring that a complete crew be squared away in the proper schools before getting underway. In this case CNO sets up a training program similar to that for a completely "green" crew of our own Navymen.

According to ratings and future duties, the schools for enlisted members of the guest crew might include enginemen, gunner's mates, radarmen, damage controlmen and electrician's mates. Officers might receive training in antisubmarine warfare and CIC team training. Finally, the entire ship's personnel are assembled for

underway training aboard the vessel which is being turned over to them.

An example of the Navy groups handling underway training is the Fleet Training Group, Chesapeake Bay, at Norfolk, Va. This is a section of the Atlantic Fleet Training Command and is dedicated to providing realistic and efficient battle training. During intensive maneuvers in the Chesapeake Bay area, the foreign crewmen put into use the skills they have been taught.

Firing exercises, dual ship evolutions, fire drills—even the handling of ship's galleys—are repeated until each task, or any mission that may ever be required has been mastered to the highest degree possible during the short period available. On the final day, an inspecting party from the training group boards the ship.

When the operating area is reached, test drills are introduced

one by one. All the while observers stand silently by, making notes, watching every move but saying nothing to distract ship's personnel in the performance of their duties. Upon mooring, a final critique is conducted, bringing to light not only mistakes, but suggestions on how to do something well done just a little better.

To give you an idea of the extent of the program, during a four-month period in mid-1954 the Norfolk group was instrumental in training the crews of 10 ships, including Dutch, Chinese, Belgians and Danes. Similar groups operate in other Navy ports on both coasts.

Although students sometimes do not have a complete knowledge of technical English when they arrive in this country, they improve rapidly within a few weeks. Others, like two young Thai lieutenants in the Norfolk area, hit upon strange ways to increase their facility in English.

Lieutenants Yudhaya Cherdboonmuang and Wiwat Satayanon have been buddies since their days at the Thai Naval Academy prep school—but here in America they have as little to do with each other as possible. When they first received orders to school in the States they decided that the best solution to the language barrier was to keep apart, thereby forcing themselves to speak English. Even on weekend liberty they take off on separate sightseeing excursions, speaking English, absorbing American customs—and getting a good look at their U. S. allies.

Until the holidays, their weekend trips were limited to the Washington area, but like Navymen everywhere, they took in as much of the sights as possible during holidays from study. Before returning to Thailand they managed to sight-see in New York and Florida and, naturally, Texas.

Our officer and enlisted specialists attached to Naval Missions and MAAGs, work closely with the navies of the countries they're assigned to, observing, advising and handling requests for training aids and items of equipment. The training aids requested may no longer be in general use in the U. S. Navy, but supplies of them are still in stock. Other items, still in use may also be supplied and then replenished from MDAP funds. Money needed to replace a training aid such as a film is only a fraction of the original cost. If no existing

ENGINE ROOM GAGES of USS *Prairie* (AD 15) are explained to visiting Republic of Korea Naval Academy Midshipmen during stop at ROK Academy.



aid fills a particular need, MDAP funds may be used to produce it.

The Navy's program for our allies doesn't stop with shipboard crew and instructor training. Aviation cadets and officers are training as pilots at such air centers as NAAS Whiting, Fla., and NAAS Hutchinson, Kans. Medical specialists, both enlisted and officer, are enrolled in programs at Bethesda National Naval Medical Center, St. Albans' Hospital in New York and the hospitals at Great Lakes, Ill., and San Diego, Calif.

Navy efforts to increase the military know-how—and friendship—between the U. S. and our allies may also be seen in a partial record of activities in the Naval Establishment within recent months:

- Spanish and Portuguese supply officers inspected the supply facilities at the Naval Gun Factory, Washington, D. C., during a tour of naval supply facilities.

- French army and navy ballistics experts visited the Naval Proving Ground at Dahlgren, Va., looking for ways to improve French ballistics measuring equipment and techniques needed for the development of France's cannon and rocket production under the NATO defense program. Their visit was sponsored by the Foreign Operations Administration under its technical exchange program.

- Thailand's Commander-in-Chief of Naval Shore Establishments visited naval activities in the San Diego area on a goodwill tour.

- The British Royal Navy's First Sea Lord toured naval air activities



ENGLISH MIDSHIPMEN who are pre-flight students at NAS Pensacola, Fla., stand at attention on the station's parade ground during weekly review.

in the Pensacola area, observing how student aviators are taught the primary phase of flight training. A number of Royal Navy officers and cadets are receiving flight training in the area.

- Ten Nationalist Chinese warships made a training stopover in San Diego, en route to Formosa from the U. S. east coast.

- Representatives from the three Canadian service academies made a two-day study of midshipman training methods at the U. S. Naval Academy, Annapolis, Md.

- The Ecuadorean Defense Minister and a party of ranking officers toured several naval installations in

the Tidewater area of Virginia, including NAS, Norfolk.

This is creating goodwill and understanding abroad in high level places. But friends from the John Q. Public level are just as important. "Grassroots" goodwill is fostered by the Navyman and his family living and working side by side with the Dutch, the Danes or any one of numerous other nationalities. Foreign students in this country may forget half of what they learn in the Navy's specialized schools (though this isn't likely, judging from the excellent records they make), but the impressions these Navymen get of America—and Americans—will remain with them.

PORTUGUESE AND FRENCH sailors practice with signal lights during training received from U. S. Navy under NATO.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **ARMED FORCES DAY**—Local commanders may set aside any of three days, 20, 21 or 22 May, for observance of Armed Forces day this year and have been encouraged to stress "Open House" wherever possible.

On the day selected by the local commander, general visiting may be permitted on board ships and shore stations at the discretion of the commandants of districts and river commands provided that the visiting does not cause an interruption of activation, overhaul, maintenance, shake-down and training schedules or any other work associated with improving strength and readiness of the forces afloat.

As a general rule all ships in port will full dress or dress ship, if at all feasible, in accordance with directives of local commands.

Air stations are authorized to display aircraft on the ground and in some instances provide flyovers of the aircraft under their command.

● **NEW STYLE CARRIER**—Conversion of a "jeep" carrier into the Navy's first assault helicopter transport (CVHA) will begin this summer.

USS *Thetis Bay* (CVE 90), a World War II veteran, will undergo the conversion at the San Francisco Naval Shipyard. Work on the ship will involve removal of conventional top-side aircraft handling gear, replacing two small elevators with a single large one to handle heavier loads, and con-

struction of greatly enlarged troop quarters.

When the conversion is completed the helicopter transport will be used by the Marine Corps in amphibious landing operations. It is expected to enhance the assault power of the fleet and to cut down on the losses among the first assault waves of Marines or soldiers in an attack on enemy shores from the sea.

The idea behind the novel type carrier came during the Korean war when the helicopter came into such wide use for transporting troops and supplies. It is felt that this new type helicopter landing field afloat will give a more mobile base to provide the necessary facilities needed to keep the whirlybirds in the air.

● **ET-FT WAITING LIST**—If you're a petty officer who put in to attend school to change your rating to ET or FT, here's the information concerning the status of the waiting list. This program is popularly known as the ET-FT Conversion Program.

The waiting list period for change of rate to ET is approximately 18 months long, while the waiting list for FT is approximately seven months. If you're waiting for the ET program, you have a chance to change your request and go to FT School.

If you originally requested the ET portion of the program and now desire to change to the FT portion, all

you have to do is write the Chief of Naval Personnel, via your commanding officer, requesting the change. You'll be changed from the ET to the FT waiting list without loss of precedence of the date of the original request.

An FT trainee receives about the same amount of electronics training as an ET trainee, plus additional instruction, as evidenced by the length of training of 52 weeks for FTs in comparison with 48 weeks for ETs.

The FT course convenes only at Washington, D. C., while the ET course is held at both Great Lakes, Ill., and Treasure Island, Calif. ET candidates on the East Coast are ordered to Great Lakes while those on the West Coast are ordered to T. I.

● **NAME CHANGE**—A name familiar to nearly every Navyman has been deleted from the Naval establishment.

What used to be known as the Bureau of Supplies and Accounts Field Branch in Cleveland, is now the U. S. Navy Finance Center.

The activity pays allotments, family allowances, mustering out payments, retired pay, death and uniform gratuities to all naval personnel. Although the name is new, the Finance Center will carry on the same tasks as before.

Questions about any of the services performed by the Finance Center or change of address cards for allotments, family allowances or savings bonds should now be addressed to: Commanding Officer, U. S. Navy Finance Center, Cleveland 14, Ohio.

● **GOOD CONDUCT**—Good conduct medals are again being issued to enlisted naval personnel. However, the medal will no longer be engraved with the individual's name.

Budgetary limitations halted issue



IN THE NAVY everybody reads ALL HANDS—Pass this copy along.

of the medals in June 1954. During the Korean conflict, more than 100,000 were distributed.

The medal is awarded to recognize service which is above average in conduct and proficiency. Since August 1945, any enlisted person who met the qualifications and had served three years of continuous active service in the Regular Navy or Naval Reserve is eligible.

The Good Conduct Award, first a badge and later a medal, was established by the Secretary of the Navy on 26 Apr 1869. Various changes have been made through the years in the governing conditions regarding length of service, periodic conduct marks, and recommendations.

• **VACCINATION REQUIRED**—A recent tri-service agreement has made it necessary for all personnel, either military or dependent, headed *for*, *through*, or *from* France to have had a successful smallpox vaccination before their departure.

The vaccination must have been given the traveler after 1 Jan 1955 to meet the new requirement. Anyone who has not had a vaccination since that date will be required to do so before sailing or embarking on military aircraft and MSTs ships.

Navymen should be sure that both they and their dependents receive the vaccination far enough in advance of their departure for the results to be known. Failure to do so may result in delay at place of departure until requirement has been fulfilled.

• **OFFICER CANDIDATE SCHOOL**—A total of 227 chief warrant officers, warrant officers and enlisted men have been selected for the next session of the Officer Candidate School, Newport.

The new selectees, whose numbers more than double last year's, were among 1800 men and women who took the Fleet-wide examinations last December upon recommendation of their commanding officers.

Actually the number selected is more than the total of the two previous years. Of the total there were 193 male line, 1 Wave line; 24 male Supply Corps; two male in the Civil Engineer Corps and seven men in line, aviation.

After completion of OCS they will be commissioned in the line or staff corps.

• **NEW WARRANTS**—Ten chief petty officers and one first class petty officer were recently promoted to warrant officer from the recommendations of the 1952 selection board.

The group fell into three classifications with three in the Surface Ordnance Technician, two in the Machinist and six in Supply Clerk.

All appointments were effective upon acceptance.

It is anticipated that approximately 24 more advancements to warrant status will be made, as a result of the 1952 selection board's recommendations, in the near future. Following that, promotions to W-1 will be made from the recommendations of the latest selection board which met the early part of 1955.

• **APPLICATIONS WANTED**—Applications from permanently commissioned Regular Navy line officers, not above the grade of lieutenant, for designation for Engineering, Aeronautical Engineering and Special Duty, are being accepted.

Categories of officers desired for Engineering Duty include: General (Code 1400); Electronics (Code 1400); and Ordnance (Code 1450). Those desired for Aeronautical Engineering Duty are General (Code 1510) and Electronics (Code 1510). Categories for officers desired for Special Duty are: Communications (Code 1610); Naval Intelligence (Code 1630); and Public Information (Code 1650).

Officers meeting the requirements described above may apply. Applications, which must be forwarded in time to reach the Chief of Naval Personnel (Attn: Pers B111h) by 16 May, are particularly desired from officers who have completed postgraduate instruction associated with these specialties. Applications should be forwarded via channels and cognizant material bureaus.

Requests of qualified applicants will be considered by special selection boards which will be convened about 31 May. After action of the selection boards has been approved by SecNav, each applicant will be advised by letter of his selection or non-selection.

Applications are not required of officers who earlier made application and were not selected for similar billets. Additional details may be found in BuPers Notice 1120.

QUIZ AWEIGH

The old saying "The Navy is ever old and ever new" means that you've got a lot to remember and with every new day, you have something new to learn. What's your naval I.Q.? One way to find out is to turn to Quiz Aweigh page every month. You'll know whether you're sharp, or slipping, by comparing your answers with the correct ones on page 52.



1. The above flag might look familiar, but don't jump to conclusions. Look it over carefully and you'll see that it is the personal flag of (a) Secretary of the Navy (b) Chairman, Joint Chiefs of Staff (c) Secretary of Defense.

2. If you've answered the above correctly, you'll know that this is the official flag of (a) SecNav Charles S. Thomas (b) Admiral Arthur W. Radford, USN (c) SecDef Charles E. Wilson.



3. Look closely at the above photo. If you've read some of the more recent editions of ALL HANDS, you'll know that it is (a) a close-up of a pair of binoculars (b) an aerial photo of a ship's stacks (c) the exhausts of a jet aircraft.

4. Once you've discovered what the openings in the picture are, you know that they are part of (a) F7U-3 Cutlass (b) 7x50 binoculars (c) streamlined stacks on a submarine.



5. Judging from the silhouette above, you should correctly identify this ship as (a) Small Aircraft Carrier—CVL (b) Attack Aircraft Carrier—CVA (c) Escort Aircraft Carrier—CVE.

6. This veteran of the Korean War is of the (a) Saipan Class (b) Anzio Class, (c) Essex Class.



TOME MEMORIAL HALL is home of Naval Prep School at Bainbridge, Md., where EMs become officer candidates.

Prospecting for Gold at Bainbridge

FOR SOME PEOPLE opportunity knocks but once. For the U. S. Navyman, however, the door to opportunity stays open a lot longer—all he has to do is walk through it. Although many enlisted men take advantage of the educational opportunities available to them through Navy Service Schools, home study and correspondence courses, some of the more ambitious set their sights on commissions as career officers via the Naval Academy or the NROTC.

A stepping stone to this career is the Navy's famous "Prep School."

Located at the U. S. Naval Training Center, Bainbridge, Md., overlooking the beautiful Susquehanna River, the Naval Preparatory School is a part of the Service School Command. It is staffed by Navy and Marine officers. Comparable to civilian institutions of its size, it was originally built in 1902 as a private prep school. The campus atmosphere still prevails. The school itself is centered at Tome Memorial Hall, an impressive building that seems to convey the authoritative feeling of study and hard work as it stands majestically overlooking the green lawns.

Bainbridge's Prep School performs a very important function—both for the Navy and for the enlisted students enrolled there. It enables the

Navy to develop a group of officer candidates from the ranks of sailors who have already proved themselves potential leaders. At the same time it prepares the enlisted man for his role of midshipman.

If you are interested in applying for this year's Navy-wide preliminary examination for assignment to the Prep School to compete for appointment to the Naval Academy you should apply to your commanding officer before 1 July. If the CO recommends you, you will take the preliminary exam on 5 July and if successful will be ordered to the Prep School. Then in March of next year you will take the entrance examination to compete for one of the 160 appointments to the Naval Academy authorized by the Secretary of Navy each year for men of the Regular Navy and Marine Corps, or one of the similar appointments authorized by SecNav for their Reserve components. This is your opportunity and you are urged to act promptly—the sooner you get the ball rolling the sooner you will be on your way to the Prep School and then on to your ultimate goal—a commission as a career officer.

When this program of offering enlisted men a chance to attend the Naval Academy first got underway, more than one candidate dropped out because he felt he had been

out of school too long or that he didn't have a sufficient academic background to enter the Academy. To curtail these drop-outs and to give the men a better chance to compete for a commission, the Naval Preparatory School was established.

The Prep School conducts two sessions—the Naval Academy Preparatory Session and the College Preparatory Session.

From September through May the Prep School is engaged in the Academy Preparatory Session which is designed to prepare the enlisted man academically for the entrance examination to the Naval Academy and to effect a smooth transition from enlisted status to midshipman.

To accomplish this mission Bainbridge Prep's curriculum is designed to assist an enlisted man in his preparation for the entrance examination.

These subjects are English, American History, Algebra and Geometry, and form the basis of the school's curriculum. For many of the students the work constitutes an essential review of their high school materials but for others it is their first contact with a subject such as algebra or geometry.

The courses are presented in concentrated form because of the time limitation. A review of four years

of high school English for example, is covered in 24 weeks. However, if a student has difficulty maintaining such a pace he may take extra instruction in any of his subjects. In spite of the speed with which these courses are covered, the effectiveness of the program is evidenced by the fact that, of the students enrolled during last year's session, 97.1% of them passed the Naval Academy Entrance Examination.

The Prep School also takes into consideration the psychological factors involved in facing the entrance examination. It is recognized that even a well prepared student may fail if he is unfamiliar with the methods used. Then too, there is something about the thought of taking an exam that tends to make a student freeze up or have a mental blackout—especially when he knows the results may be very important to him.

To relieve this stress, the Prep School has geared its examination technique along the same lines as the entrance examination. Throughout the year tests given are constructed on the principles similar to those used in the entrance exam. Because multiple-choice questions are used, for example, the Prep School tests are designed to acquaint the student with this type of exam.

Further preparation for the entrance exam is evidenced in the two weeks just before the big test is given. This time is devoted to comprehensive examinations which provide an intensive and thorough review of the year's work in each subject, thus enabling the student to become familiar with his weak points.

After the entrance examination is given in March, the successful students enter a "post-exam" period. During this time they are introduced to three subjects which can be very helpful to them as midshipmen—chemistry, public speaking and trigonometry.

Life at the Prep School is not all classroom and books, however. There's plenty of time for both varsity and intramural athletics sponsored by the school. A variety of sports are available to the students—football, cross-country, wrestling, basketball and track are the varsity sports. Intramural sports are tennis, touch football, basketball, softball and volleyball.



IN CLASSES enlisted men get a chance to prepare for tough assignments they will receive as midshipmen. Here, students work an experiment in physics.

The varsity teams compete with nearby prep schools, junior colleges and college freshmen teams. The games are played both at home and away. In the intramural sports the teams compete with other teams in the Service School Command.

The athletic program is flexible enough so that every student may find a place in it. Last year, for example, fencing was added to the list of sports because the students ex-

pressed enough interest in it.

Each year the student body prepares a yearbook called *The Cruise*. Students who are interested in writing, art work, and photography are given this opportunity to develop their skills and, perhaps, to prepare themselves for work on the Naval Academy yearbook.

The school also has a varied program of social activity. Students, assisted by faculty members, plan

IT'S OFF TO CLASS they go to begin a day's study. Impressive building in which school is located was originally built in 1902 as civilian prep school.





PREP SCHOOL IS NOT ALL classroom and books. Varsity and intramural sports are available. Below: Students and dates do the Bunny Hop at school dance.



and give a number of dances during the session, at which time they play host to nearby schools and colleges. The last of these social shindigs is the Graduation Ball, which, in combination with the graduation ceremonies, furnishes an appropriate finale to the school year at the Prep School.

Prep Prepares for NROTC Too

During the summer months the Naval Preparatory School again plays host to the enlisted men of the Navy and the Marine Corps. The candidates for the NROTC program, provisionally selected from the Fleet and shore stations, are ordered to the school for the summer course. Those finally selected at the end of the summer enter civilian colleges as NROTC regular students. As such they receive their tuition, books and an allowance for subsistence during their four years

THIS IS PART OF NAVY LIFE as midshipmen candidates too. Personnel inspection is made by LCDR A. J. Thompson, Officer-in-Charge, during NPS training.



and receive regular commissions in the Navy and Marine Corps at the end of that period.

The school program during the summer has several objectives. The most important is screening and final selection during which time the students who are attending the school are observed by the staff in class and on the athletic field. On the basis of this careful observation, along with a man's academic record at the Prep School, his high school record and a personal interview, a screening board convened by the chief of Naval Personnel makes the final selection for the NROTC program.

Another objective of the summer program is to prepare the student to get back into the routine of school work. Again there may be problems of deficient academic background, years away from school or poor study habits. For these reasons the academic program is planned to serve both as a review of high school work and to build up good study habits for college.

Students during the College Preparatory Session take only three subjects, English, Mathematics and Physics. The students are divided into groups according to their abilities and the classes are planned to simulate college classes as closely as possible. One of the noticeable differences between the summer and winter sessions at the Prep School is the testing program. The tests during the College Preparatory Session are used only for the measurement of learning although they are planned to be similar in content and method to those given in colleges.

The College Preparatory Session which lasts only a little over two months, is limited by lack of time in the scope of its extra-curricular program. However, there is an active program of intramural athletics and a varied recreational program.

When the summer months are over, the successful College Preparatory Session students are sworn in as midshipmen in the NROTC and leave for their respective colleges. Like the candidates for the Academy they leave the Prep School ready to lick their weight in wildcats on the scholastic battlefield—more confident because the Naval Preparatory School has prepared them for their future.

—Ted Sammon.



SARDINE FLEET in harbor at Estoril is enjoyed by Navymen. Below: Sailors relax at Estoril's famous Beach Tamariz.

Liberty in Lisbon

NAVYMEN of USS *Hornet* (CVA 12) paid a four-day visit to Lisbon, Portugal, and had an interesting time exploring the country whose people have earned quite a reputation as explorers themselves.

It was only natural that the sailors found themselves at home in this small country, for its location on the Iberian Peninsula, its long coastal boundaries and mountains separating it from the rest of Europe, have made it a sea-going nation. In fact, it has been said that the sea feeds the Portuguese, who are born fishermen.

Hornet's crewmen toured the city of Lisbon from its modern section, with wide streets and new buildings, to the Alfama, or old quarter, where the streets are so narrow that two donkeys have difficulty in passing. Liberty also included tours to nearby points of interest through the countryside with its many vineyards. Some of the interesting spots visited were the beach at Estoril, a favorite residence for exiled kings, the Quelez National Palace, Lisbon's Church and Monastery.



NATIONAL PALACE was one of many interesting places visited. Right: Postcards and souvenirs of liberty are bought.



PGS Teaches Old Salts New Tricks

IN THE CITY OF MONTEREY, Calif., only a stone's throw away from the Pacific Ocean, stands a unique institution of higher learning.

Though its enrollment consists almost entirely of men, it has no football team; the students are mostly in their thirties, with a large majority of them married men whose families are with them. In addition, the students—as naval officers—get paid while going to school.

Responsible for the advanced technical education of officers, the institution is the U. S. Naval Postgraduate School.

There are no "cinch" courses at the Postgraduate School, no easy paths to the coveted sheepskins that the graduates receive. Every course is loaded with work and calls for intensive study. However, the hard work pays off, as the courses of study may lead to Bachelor of Science, Master of Science and, in special cases, Doctor of Science degrees.

Basically the school is divided into two components. The largest, from the physical plant viewpoint, is the Engineering School. It is responsible for advanced technical education.

The General Line School is the second component of the over-all picture at Monterey. It supplements and broadens the knowledge of unrestricted line officers of the Regular Navy in professional subjects in

the various fields of Naval Sciences.

The aim of advanced education at the Postgraduate School is to prepare naval officers the better to perform their duties afloat and ashore.

In addition, the Postgraduate School establishes and coordinates special curricula with numerous colleges and universities throughout the country to provide naval officers with courses which, because of the small number of students who qualify for or need such instruction, are not taught at the Postgraduate School.

Input to college curricula is usually made directly from the Fleet or Shore Establishment, with the officer never actually attending the Postgraduate School at Monterey. Examples of such specialized training are cinematography, comptrollership, etc. These are not to be confused with the advanced study given as a part of the regular curriculum upon the conclusion of one or more years at the Postgraduate School where the officer specializes in more detail in his chosen field at a civilian university.

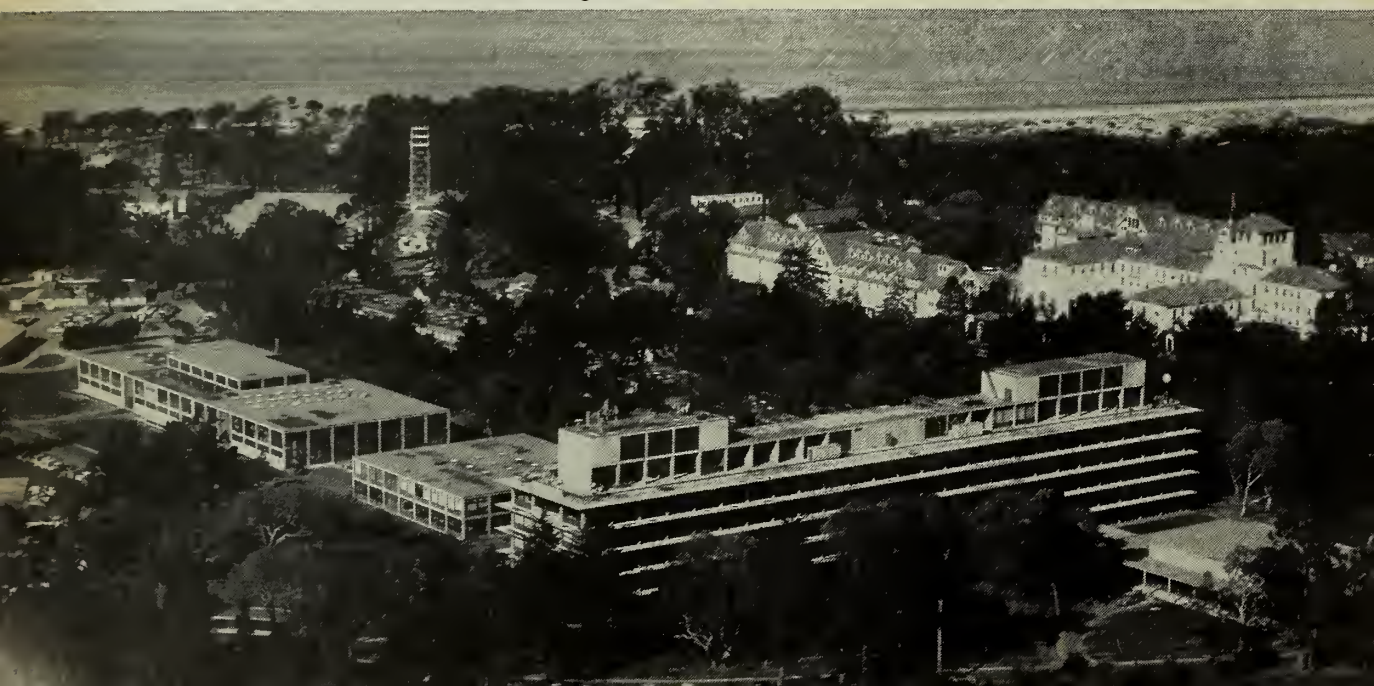
Appointments to the General Line School are not made on the basis of application, but are based on the Bureau of Naval Personnel policy for professional training of officers. Admittance to the Engineering School, however, is based upon applications submitted by officers who feel they have the necessary qualifications and who desire engineering

and scientific education to enhance their professional value. The eligibility requirements are outlined in BuPers Inst. 1520.15B. Check the Instruction to determine whether or not you meet the requirements and for information on the various courses that are available.

The applications for entrance to the Engineering School or for those courses conducted at civilian institutions should be submitted via your Commanding Officer to the Chief of Naval Personnel (Attn: Pers B111h). The application should include the following:

- A statement of the curriculum which is desired as first choice.
- A second choice, if desired, to assist in the selection of applicants for other curricula in the event they are not accepted for their first.
- The date you were originally commissioned USN or USNR.
- If formal college courses have been taken, one copy of all transcripts and one copy of any USAFI certificates that have been received.
- If no formal college courses have been taken, one copy of high school transcripts and one copy of all USAFI certificates that have been received.
- If you are a graduate of the U. S. Naval Academy, a statement to that effect.
- An agreement not to resign during attendance at the School and

STONE'S THROW FROM PACIFIC, seen in background, the Naval Post Graduate School is located at Monterey, Calif.



to serve a certain period of obligated service on active duty after the completion of studies. The latest BuPers Inst. 1520.15 should be consulted in this respect.

An officer who has completed postgraduate work will be considered eligible only if he is in one of the following categories:

- An applicant for one of the "Advanced" postgraduate courses.
- An applicant for a curriculum which prescribes a lower level postgraduate course as a prerequisite.

Engineering School

There are six major fields of study within the Engineering School, each of which offers many subjects and courses for the student.

• Aerology

The most advanced methods of weather analysis and prediction of weather and sea surface conditions are offered.

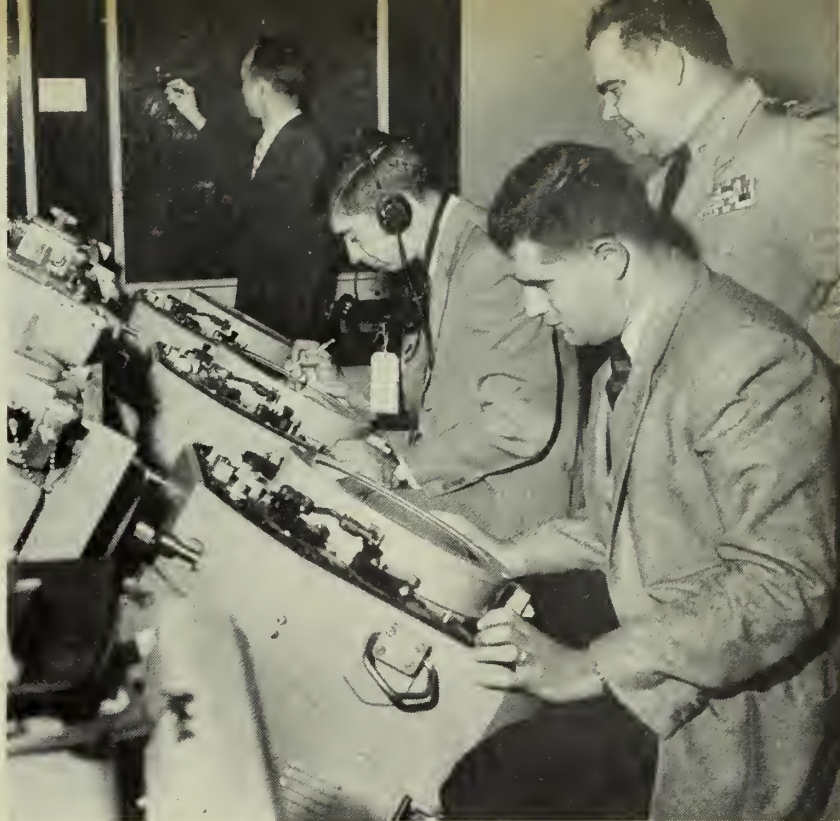
The basic curriculum is one of 18 months, directed toward enabling officers to meet the aerological needs of the Navy with respect to air and surface operations (including amphibious operations), ballistics, radar propagation, sonar ranging and ABC warfare problems, among others. Successful completion is recognized by a Bachelor of Science degree.

In addition, students in the basic course who appear qualified to undertake more advanced studies may, if they so desire, shift to an advanced curriculum of 24 months, after the first two terms. The advanced studies have the same objective as the basic courses, plus that of extending the capabilities of the students in investigations, research and development of new techniques. Upon completion a Master of Science degree is awarded.

• Aeronautical Engineering

Study in the Aeronautical Engineering field is generally of two years duration with a third year of specialized study at a civilian university, for those students who desire it and are qualified.

The purpose of these studies is to provide the Navy with officers possessing advanced aeronautical engineering knowledge which will qualify them in the supervision and direction of, as well as liaison with, activities concerned with research, design, development, test, production, utilization and modification of aircraft and associated components.



INTENSIVE STUDY AND HARD WORK pay off in coveted sheepskins. Students of Command Communications study tracking with new CIC/ASW mockup.

Successful completion of any of the two-year curricula leads to a Bachelor of Science degree. The third year of advanced study either at Monterey or at a civilian university, leads to the award of a Master of Science degree.

Aviators assigned to the school may maintain their flying skills at the nearby Naval Auxiliary Air Station. All fliers are placed in a flight wing. Each wing flies one-half day each week.

• Command Communications

The Command Communication course is completed in one year. It gives a comprehensive indoctrination in communications, tactics, and electronics as well as treating with numerous other subjects important to successful command.

Upon graduation officers normally serve one or two tours of duty in communication billets. Some are ordered directly as operations officer or executive officer of types of ships appropriate to their rank or experience. Virtually all of the key Fleet communication billets are now filled by former graduates.

• Naval Engineering

A basic curriculum of two years is designed to supply the broad cov-

erage needed to provide an understanding of modern naval machinery. Specialization is made in either mechanical or electrical engineering, leading to a Bachelor of Science degree in the student major field.

In addition, three-year curricula are available, which give the student advanced study in mechanical engineering, gas turbines, or nuclear power. Students are normally awarded a Master of Science degree upon satisfactory completion of third year including preparation of thesis.

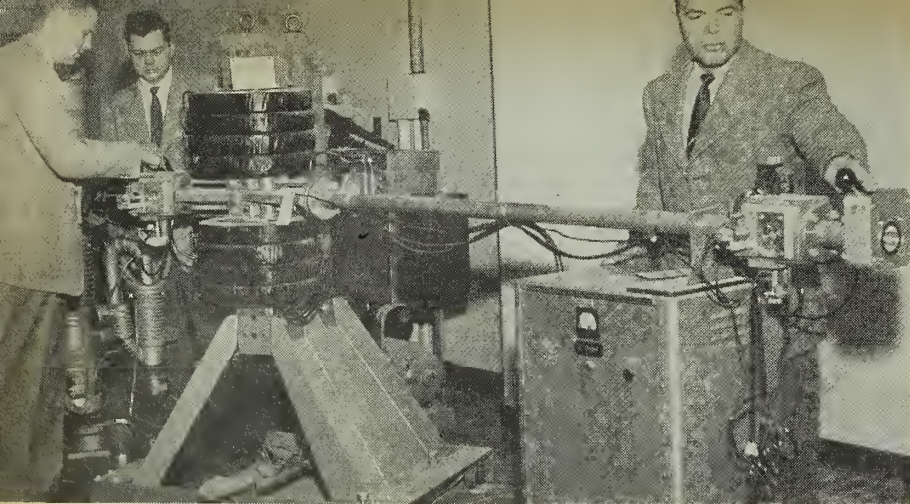
A number of other curricula are conducted at civilian institutions.

• Engineering Electronics

The course of study in this field does not train operators or maintenance officers. The level of the course is, instead, aimed at those officers scheduled to administer electronics in the Bureaus and laboratories ashore, and to fill those billets in the Fleet requiring scientific and engineering education on a graduate level. The three-year curriculum leads to a Master's degree for those graduates who qualify.

• Ordnance Engineering

Various courses of study are followed under this broad heading.



REPRESENTATIVE OF THE LATEST in lab equipment to be found at Navy PG School is Van de Graaff accelerator being used by physics students.

including work in fire control, explosives, special physics, guided missiles, aviation ordnance, mine warfare, and operations analysis.

Because of the wide range of technical competence and scientific grounding needed in this field, many subjects are covered which insure that the graduate has a firm base of the scientific fundamentals on which his speciality is built.

The basic curriculum is generally of two years' duration. However some specialties provide for a third year, usually at a civilian institution. Graduates are awarded a Master's degree.

General Line School

At present the curriculum for the General Line School is of six months' duration but plans call for a new program to go into effect in September 1955 which will inaugurate a nine-and-one-half month course to run concurrently with the shorter course.

The six months' program is designed to supplement the educational background and professional knowledge of those former Reserve and Temporary officers who have transferred to the Regular Navy and who have gaps in their naval experience resulting from limited or specialized assignments. It has been anticipated that all candidates for this course will have completed the shorter course by 1957, at which time it will be dropped and all the school's facilities will be directed to the longer program.

The nine months' program will be aimed at every unrestricted line officer after he has served approximately six years of commissioned service. In addition to providing necessary supplementary knowledge, as in the current program, this program will be designed to broaden his knowledge and mental outlook and to foster his initiative and problem-solving ability.

There are three basic areas of subject content within the General Line School, each supplementing the other two. These are:

- **Refresher Subjects** — The objective of the subject under this heading is primarily that of equalizing the basic education of all officer students. Through controlled scheduling and individual counseling the curriculum will reinforce earlier education and experience, and will fill the gaps of professional knowledge which may exist through differences in the education and experience of the individual.

- **Common Required Subjects** — The study afforded under this area is designed to integrate the education and experience of all the students and also to provide an opportunity to perfect the student's understanding of the professional responsibilities of command rank.

- **Controlled Electives** — Various courses allow the students to pursue professional fields which will provide an opportunity for them to develop independent judgment in professional area of high personal and naval interest.

A sampling of the courses included in the General Line School include such subjects as mathematics, electrical engineering, navigation, military law, ordnance, seamanship, strategy and tactics, communications, operations, naval engineering, aviation, logistics, organization and naval administration.

Study at Other Institutions

In addition to the many curricula offered at the Postgraduate School the Navy coordinates technical and specialized curricula at approximately 32 civilian colleges and uni-

OPERATIONS ANALYSIS students practice on digital computer. *Right:* engineers take reading on wind tunnel.



versities where students are sent for studies in various specialties which are not offered at the PGS.

The courses offered at the civilian schools generally deal with highly specialized phases of study. Some of the fields of study offered through these colleges are: Business administration, cinematography, civil engineering, comptrollership, hydrographic engineering, journalism, management and industrial engineering, metallurgical engineering, naval construction and engineering, oceanography, personnel administration and training, petroleum logistics, public information, religion, and textile engineering.

The Postgraduate School also sends students to a six months' course of instruction at the Naval Intelligence School, Washington, D. C. The course is designed to train selected officers in all phases of intelligence.

Those students who qualify normally study a foreign language to further qualify them as interpreter-translators. The length of time devoted to language study is dependent upon the language selected and the previous linguistic training of the student.

Extracurricular

The Postgraduate School has a total average enrollment of 900 students. Although all have a full schedule, which requires many hours of additional study, officials of the school realize the necessity of ample recreational facilities.

The facilities of the school include a good-sized swimming pool, tennis courts and practice golf greens. The nearby area has plenty of golf courses, beaches and other leisure-



NAVIGATION CLASS charts a practice course through San Francisco Bay while receiving instructions in harbor piloting from Larry Chandlee, QMC, USN.

hour activities which are available.

Permanent change of duty orders are issued to the officer students so that dependents' travel is authorized, and, therefore, one of the first questions asked by most students concerns housing. Near the Postgraduate School are approximately 500 Wherry housing units which are available to supplement housing generally available in the area. Commissary privileges are extended to students by Fort Ord, a nearby Army installation.

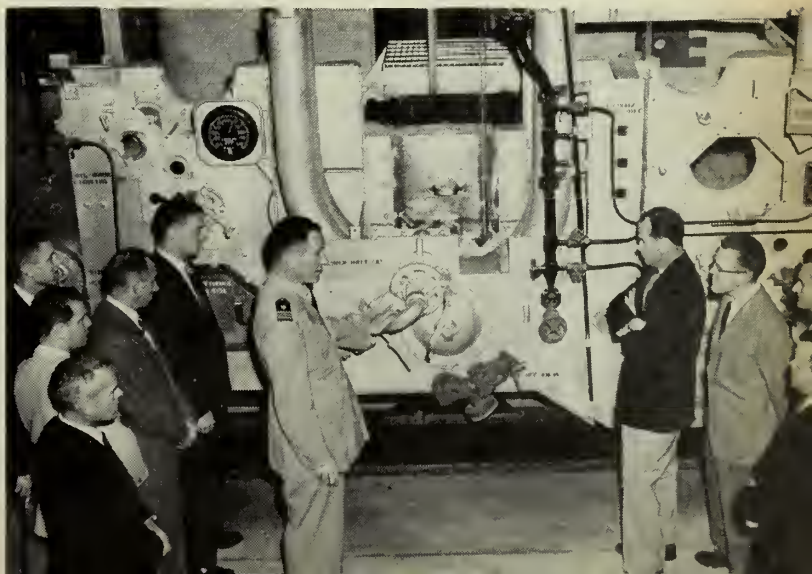
Since the wearing of the uniform is optional for students except when on watch, flying, or acting in other military capacity in order to provide some of the feeling of academic freedom, civilian clothes are almost essential. Because of the mild climate, summer or sports clothes are recommended for most purposes. For most formal occasions appropriate uniform is desirable and is

often specified to be worn by all.

The Naval Postgraduate School requires a maximum of study and hard work, but all the record is not on the debit side. The student will long remember it as an extremely profitable and rewarding tour of duty. Those who come to Monterey, and their families, will remember this as probably the most enjoyable location for duty they have ever experienced.

In leaving the school, the officer takes with him a store of knowledge which, if applied properly, will undoubtedly boost him up the ladder. The General Line School graduate will have his breadth and perspective increased for his subsequent normal sea and shore duty assignments. The Engineering School graduate will apply his technical knowledge in many ways in his normal sea duty assignments and in the shore billets associated with his sponsoring technical bureau.

PREDICTING TOMORROW'S WEATHER will be the graduates of Aerology School. *Right: Students study model of engine.*





REFLECTIONS IN PERSPECTIVE form geometric pattern from end of 470 foot towing basin at Naval Gun Factory.

Thru This Gate Passed Top USN Models

A FAMOUS LANDMARK of the Old Navy has been decommissioned—a victim to progress.

It is the Experimental Model Basin, Naval Gun Factory, Potomac River Naval Command, a veteran of more than 50 years of service and a pioneer in experimenting with model ships.

The closing of the first towing tank to be built in the United States was due in large degree to the pressing need for the space it occupies at the Naval Gun Factory. A larger and more modern successor, the David W. Taylor Model Basin at Carderock, Md., named after the man who was responsible for the older Experimental Basin, has greatly reduced the need for the long time scientific center.

It was in 1885 that the Secretary of the Navy made the first of several requests to Congress for the construction of a model basin. Authorization was obtained in 1896 and construction of the Experimental Model Basin was begun at the Washington Navy Yard (now the Naval Gun Factory).

In the vanguard of proponents of the "new look" for the Navy was a brilliant young naval constructor, David W. Taylor. It was largely his

persistent advocacy and convincing arguments that led to the establishment of the Experimental Model Basin, and the details of its design and actual construction were placed under his immediate supervision. Admiral Taylor served as head of the Nation's first Experimental Model Basin for 15 years.

The experimental Model Basin was built in 1898 at a cost of \$105,000. It was placed in commission in 1900. Since then no important development in naval architecture in this country has taken place that has not been evolved from studies in the basin. The Experimental Model Basin was one of the finest of its kind and had features which were superior to all other existing basins. Although built primarily for the work of the Navy, it was used extensively by commercial shipbuilders and naval architects throughout the United States.

With the establishment of the Experimental Model Basin, the Navy embarked upon an extensive and sys-

tematic series of investigations on the subject of resistance to the propulsion of ships and on the action of propellers. Its accomplishments in the field of new equipment and apparatus began in an era when the United States Capitol, the streets of Washington, and most government buildings were still lighted by gas. Machinery was belt-driven, no electric motors had been developed for machine tools, and horse cars were just beginning to give way to cable cars.

The earliest recorded work at the Experimental Model Basin concerned changes in the docking keel of battle-ships of the *Virginia* class and curves of effective horsepower for submarines of the *Adder* class. The first numbered report from the Model Basin concerned the most suitable form for a 14,500-ton armored cruiser.

The crowning achievement of the basin was the publication of Admiral Taylor's great work, "The Speed and Power of Ships." Published in 1910, the book became an outstanding classic in engineering literature and revised editions of today are still relied on by naval architects.

One notable achievement of the Experimental Model Basin which was to have far reaching influence in the

**Famous Navy Land Mark
With Fifty Years of Active
Duty Has Retired From Service**

design field was the use of the bow wave of a vessel for propulsion. It was discovered that models of a few of the older naval vessels which had a pointed ram projecting forward of the bow under water towed more easily than the others. Model experiments proved that although a sharp, fine bow with hollow waterlines below was necessary to give low resistance in certain types of vessels, these ships could be made still easier to drive by extending the bow in a blunt or rounded form below the water.

The immediate effect of the adoption of the bulb bow was that the coal bill of the United States Navy was cut in half. The long-range effect has been increased efficiency of operation in the merchant marine and naval vessels not only of our country but of other nations as well.

Important contributions of the young Model Basin included pioneer work on torpedoes, propellers, sea anchors, sinkers for deep sea sounding machines, shallow-water work, sheathing for living spaces on war vessels, and sliding watertight doors which could be operated both manually and electrically.

Work at the Model Basin extended far outside the field of resistance and propulsion of ships. Research was carried on in various fields including work on the balancing of reciprocal marine engines, the development of welding methods which are still in use today, the arrangement and location of turrets for carrying big guns, and investigations on the problem of gyroscopic control of the rolling of vessels which proved to be most useful in the development of the gyro-

scope control apparatus.

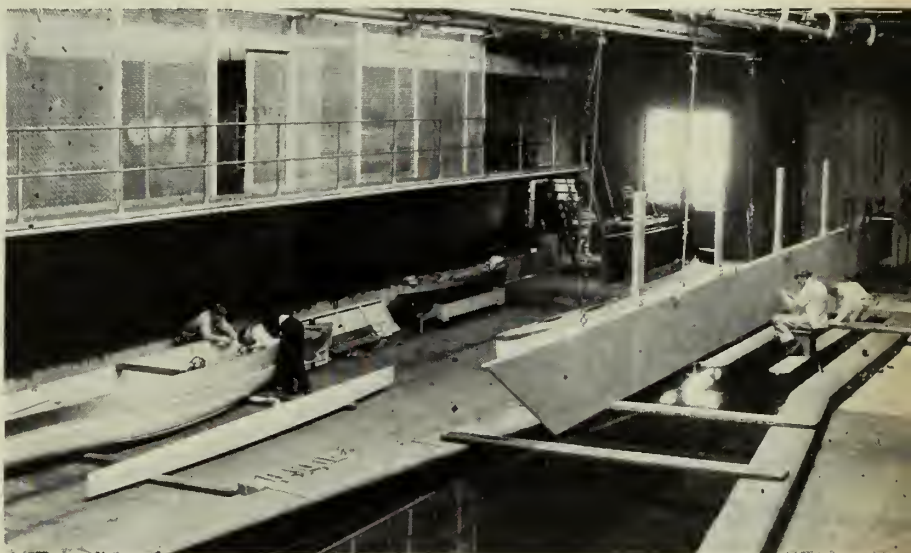
Around 1925, the Experimental Model Basin developed a towing basin only 32 feet long for the testing of tiny models. It was the first establishment of its kind to utilize a miniature model basin, now a well recognized technique for the development of prototypes and research on special problems.

As the testing science increased in scope, space at the Experimental Model Basin became more and more inadequate, and it was evident that additional facilities were necessary if the Navy was to maintain its leadership in the field.

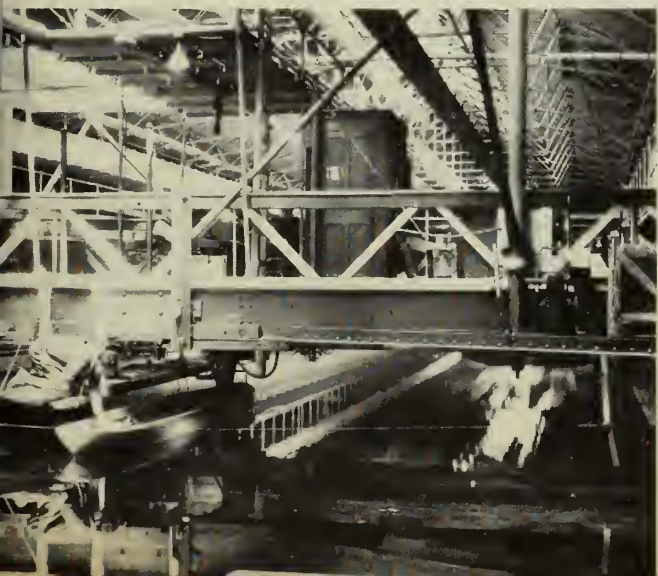
The first preliminary plan for expansion was drawn up in 1929, and in 1936 Congress authorized construction of new facilities at a specially selected site in Carderock, Md., known as the David W. Taylor Model Basin.



TURN OF CENTURY model builder makes early naval ship. Below: Model work when basin was in full use.



OLD AND THE NEW. Testing engineer adjusts model in 1930s. Right: Newer Taylor Basin has reduced Gun Factory use.



SERVICESCOPE

Brief news items about other branches of the armed services:

★ ★ ★

A NEW TECHNIQUE OF LAUNCHING conventional jet fighters without preliminary takeoff runs has been developed by the Air Force at Edwards Air Force Base, Calif.

A special launching platform mounted on the back end of a truck is used in the launching with special booster bottles being added to the planes to give them the initial added push to get off the ground.

The trucks, with a special movable platform, raise the planes to a launching angle and become, in effect, the world's smallest airport. The planes' turbo-jet engines run at full speed as the thrust of booster bottles kick the planes off so swiftly that they are immediately airborne.

This method of launching is virtually the same as that used in launching the *Matador*, an Air Force guided missile. At present, the F-84 is the only fighter to be launched from this unique airfield but it is anticipated that nearly any type of fighter plane now in use could be converted for use in this respect.

★ ★ ★

A DEVICE which may be used to give instant warning of an enemy germ warfare attack has been perfected by the Army.

The device, known as aerosoloscope, measures and counts microscopic airborne germs, dust and moisture particles, one at a time, at the rate of 100 per second. It also will count radioactive particles and determine their size.

The airborne particles, ranging in size from one micron (forty millionths of an inch) to 64 microns, are counted and measured by the aerosoloscope 1000 times faster than by the ordinary method of collecting them.

As airborne particles, in concentrations of up to 15,000 per milliliter, pass through the instrument they are diluted and their flow rate is controlled in such a



FIGHTER BOMBER—Air Force's YF-84J, shown in test flight, is described as having 'atomic bomb capability.'

way that each one is individually illuminated.

The reflection caused by the illumination is detected by a photomultiplier tube. Since large particles reflect more light than small ones, the photomultiplier tube, in conjunction with other electronic apparatus, is able to determine the size of each particle. These electrical impulses created by the photomultiplier tube are transmitted to a set of dials.

The first dial records the number of particles 1 to 1.4 microns in diameter. Each succeeding dial records slightly larger particles than the preceding dial. The twelfth dial records the number of particles 45 to 64 microns in diameter. However, if necessary, the aerosoloscope can be modified to measure particles even smaller than the present limitation of one micron.

★ ★ ★

NIKE, the supersonic anti-aircraft guided missile, has been undergoing cold-weather tests during the early part of this year. Nicknamed "Operation Frost Jet," the tests were designed to find out the effects of extreme low temperatures on the complex parts of the Nike weapons system.

Especially selected Canadian Army personnel were trained at the U. S. Army Guided Missiles Center, Fort Bliss, Texas, to operate the weapons. A limited number of U. S. Army technicians also participated in the operation.

The tests were carried out at an artillery range in the Province of Manitoba, Canada. This proving ground is used jointly by the Canadian and U. S. Armies to test new weapons and equipment under extreme Arctic weather conditions.

★ ★ ★

THE U. S. ARMY'S CORPS OF ENGINEERS is laying more than 600 miles of pipeline through muskeg swamps and over barren frozen wastes of the Far North to connect the U. S. military installations in the interior of Alaska and provide these installations with additional petroleum.

The Army's pipe-laying project will relieve the burdens now imposed on the crowded ports of Seward, Whittier and Anchorage in supplying the interior bases with petroleum.

Starting at the port of Haines in southeastern Alaska, the eight-inch pipeline will run to Fairbanks. Part of the pipeline will follow the route of the Alaskan Highway, with about half of it passing through Canadian territory.

American firms supplied and shipped 27,000 tons of pipe for the Alaskan portion while pipe for the Canadian territory is being supplied by British firms. The line is being laid simultaneously south from Fairbanks and north from Haines.

★ ★ ★

AIR FORCE ACADEMY CANDIDATES numbered 6358 by



HIGH SPEED WHIRLYBIRD—The Army's XH-39 helicopter has set a new world's speed record of 156.005 mph.

the time of the final deadline for nominations, according to Air Force Secretary Harold E. Talbott.

Nominations received from members of Congress, the President, Vice President and other sources totaled approximately 5000, but more than 600 of these have been eliminated for various reasons, including physical disqualification, or failure to meet eligibility requirements.

Applications for appointment to vacancies allotted members of the Army and Air Force totaled 564. Slightly more than 200 of these have been eliminated, chiefly through failure to meet eligibility requirements.

The historic first class of 300 Air Force cadets will be selected from the qualified nominees and applicants after competitive examinations. They will enter the Academy in July 1955 at its temporary site, Lowry Air Force Base, Denver, Colorado.

★ ★ ★

BATTLEFIELD X-RAYS of wounded soldiers are possible with a new portable unit announced by the Department of the Army.

The new device, powered by radioactive thulium, is capable of producing an X-ray picture without electricity, water or a darkroom. The complete unit, which also includes a film holder, weighs only 48 pounds and may be carried on the back of a medical aid man.

The developer is a "self-contained" cassette, or film holder, in which all pictures are made with radiosensitive paper and pads instead of film. The paper and pad are saturated with developer and stabilizer and are separated by leak-proof dividers. The cassette is wrapped with a light-proof and waterproof covering. As the cassette is exposed, the dividers are removed and the radiation-sensitive paper records the radiograph. Radiographs that are produced lack the fine detail of standard X-ray films, but they are suitable for field and emergency use.

Operation of the machine is so simple that most personnel can be trained to use it in a few hours. The unit

can be set up, and a picture taken and developed for reading within five to ten minutes.

Each of the new portable X-ray units will cost approximately \$200, although they are still being tested and no contracts for their production have been signed.

★ ★ ★

A NEW RADAR HEIGHT-FINDER that will help strengthen defense networks of the U. S. has been developed and is now in production.

The new radar set will meet the needs for greater radar range, concentrate the radar energy in a narrow beam, like the rays of a flashlight, and can detect planes at almost three times the distance as previous sets of this type.

The new set is used in conjunction with search radar to detect high-flying aircraft and will provide information on distance, altitude and direction of flight.

★ ★ ★

AN EXPERIMENTAL, all aluminum, two-and-a-half ton truck having light-weight characteristics that would make it especially useful in airborne operations has been developed for the Army.

Although the new aluminum truck carries the same load as the conventional two-and-a-half ton truck it weighs only 9000 pounds and could easily be transported by air.

Among the features of the T55 are a fuel injection system (instead of a carburetor), hydraulic disc brakes, automatic gear shift and ball joint suspension.



ARMY DIVER in shallow water gear gets ready to submerge in Yokohama harbor to check pier pilings.

LETTERS TO THE EDITOR

How Many Side Boys?

SIR: Several crew members of USS Taconic (AGC 17) have become involved in a little discussion concerning the number of side boys rated by various officers. We know that the regulations say officers below the rank of commander rate two side boys, but I insist that if a skipper of an LST or some small ship comes on board he rates four side boys, regardless of his rank, by virtue of his being captain of a ship. Others disagree with me and say he would only rate two. Can you settle this for us?—R. H. A., QM2, USN.

• You lose. He would only rate two side boys if his rank were below commander. Side boys are provided only according to rank and not for positions held. You can check this in Chapter 21 of "U. S. Navy Regulations" which provides a chart showing the number of side boys for each officer.—Ed.

Cover Charges for EM Clubs?

SIR: The Enlisted Men's Club at Newport, R. I., is located off the base, on government property. In the past, on Wednesday and Friday nights, there has been a fifty cents cover charge. (This has been eliminated, however.) On special occasions, the price for food and beverage range higher than that charged in town. What I would like to

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it a substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

know is this: How many Navy EM Clubs in the U. S. are located off the base and how many of them have a cover charge?—H. B. H., YN3, USN.

• Although overseas in Japan and elsewhere, Enlisted Men's Clubs are sometimes located off the base, so far as BuPers knows practically all those in the continental U. S. are located on the base. However, all EM clubs are located on government property and must be operated strictly in accordance with "Regulations for Chief Petty Officers' Messes and Enlisted Men's Clubs Ashore."

As for a cover charge, this is strictly optional in each command. It is noted that the EM Club at Newport has dancing three or four nights a week and has engaged outstanding professional entertainers.

Also, they frequently have floor shows in addition to the dancing. Frankly, it is considered one of the best Enlisted Men's Clubs in the U. S. Navy.

It is obvious, naturally, that special attractions cost money—plenty of money—and this must be derived either from a cover charge or included in the price of food and beverages which are served. During the month of October 1954, the EM Club at Newport spent approximately \$1500 for music and entertainment. If the personnel using the Club do not want the type of entertainment being offered, they can express their desires to have it discontinued and then, of course, the prices will be lower.—Ed.

Continuous Service Certificates

SIR: How can a Continuous Service Certificate (CSC) be brought up to date? Mine was returned to me in 1947 and no entries have been made since.—R. G. F., MMC, USN.

• The issuance of Continuous Service Certificates was discontinued in 1948 by BuPers Circular Letter 26-48, which also instructed commanding officers to keep existing certificates up to date only as long as CSC pages were available.—Ed.

Ribbons for POWs

SIR: I understand that certain civilians who were interned in the civilian internee camps of the Japanese Occupation Forces of World War II are eligible to receive appropriate Pacific Theater service ribbons. I was interned for two and a half years in the Philippines while a civilian and a minor.

Can you tell me if any criteria have been established for awarding such ribbons to the civilians interned and what ribbons, if any, I am entitled to wear?—G. G., ENS, USN.

• The service medals established by the Navy for World War II service are authorized only to the members of the Armed Forces of the U. S. who served during that period. In some cases, however, certain civilians were awarded such medals provided they were recommended for them and so approved by SecNav.—Ed.

Requirements for Home Loans

SIR: In a recent ALL HANDS you gave some information on "Home Loans for Military" under Public Law 560, and I wonder if you could clear up a couple of points for me.

You stated that in order to qualify for low-interest rate, government-insured mortgage loans, a Navyman must remain on active duty for at least two years. Does this disqualify anyone who transfers to the Fleet Reserve less than two years after taking advantage of the law and getting a loan? Also, is it necessary to buy a home in the same state or locality in which application for the mortgage is made?—S. C. C., AMC, USN.

• In regard to your first query, the answer is negative. It means that you must have completed two years of active duty before becoming eligible for a home loan. There is no requirement that you must remain on active duty for two years after a certificate of eligibility has been issued.

As for your second query, the home must be purchased in the locality serviced by the FHA to which you apply. Moreover, the lender processing the loan request should be in the same area. The local FHA where you are stationed will undoubtedly be able to give you more details concerning this subject.—Ed.

Admirals Manned the Oars

SIR: Recently Admiral Lord Louis Mountbatten, Royal Navy, was a passenger in a boat whose oars were manned by six admirals. Has any U. S. Navy admiral ever been honored in this manner, or is this a custom of navies other than our own?—J. F. G., CS1, USN.

• There are no records available to indicate that any USN admiral has ever been honored in the manner you describe. There is, however, basis for the honor in naval customs and traditions. Before boats were motorized the custom was prevalent for officers of the command to man the oars as a mark of respect to a departing flag officer. Currently this custom has evolved to the practice of officers of the command acting as side boys during the quarterdeck departure honors. And often a senior officer will act as coxswain of the boat taking the departing commander ashore.—Ed.

Requesting Overseas Shore Duty

SIR: Lately ALL HANDS has been printing plenty of good info on the Shore Duty Eligibility List, but I have a question concerning the possibility of getting some information on overseas shore duty. How do I request it, find out what places are available and where a man in a particular pay grade and rating can go?

Also I would like to know what the policy is in a case such as mine. My shore duty terminates in July 1955 and I have till December 1955 to go on this enlistment. I intend to ship over but wonder if the nearness of my shipping date will have any influence on my assignment to sea duty.—R. T. O., AML, USN.

• Men in your rating do not qualify for duty in naval missions, naval attaches, military aid groups and similar activities overseas outlined in BuPers Inst. 1306.6A. However, you may indicate an overseas duty preference at the time of submission of your name on the shore duty survey. When you are made available for sea duty, BuPers will indicate in your availability orders that you desire overseas duty with fleet air units. Then it will be up to either ComServLant or ComServPac. If they have openings for men in your rating at that time, there is a chance you will get such duty.

As for your second query the current reassignment policy provides that, consistent with the needs of the service, if you are completing a tour of shore duty in July and your EOS is December, you will not be reassigned to sea duty until you have reenlisted.—Ed.

Computing Reenlistment Bonus

SIR: In respect to the new reenlistment bonus program, there is some confusion as to the distinction between "time in service" and previous "enlistments for which a reenlistment bonus was paid" and their relation to each other in terms of what bonus some of us might expect under the new program.

I think my case is typical of many who would appreciate some clarification. I last enlisted in June 1950, at which time I received \$360 as reenlistment bonus for a six-year period.

That is the only bonus I have ever received to date. Upon expiration of my current enlistment I will have completed 19 years and seven months of active service.

What might I expect to receive as bonus if I reenlisted for six years?—G. A. S., HMC, USN.

• According to the new bonus law, the reenlistment bonus payable for a reenlistment which will extend your total active federal service beyond 20 years will be computed by using as the multiplier only that number of years or fraction thereof (months and days)



"DOG FACE SAILOR" visits bluejackets of USS Rochester (CA 124) and receives "honorary sea dog" title. Neal is dog-star of television show.

which, when added to your previous active federal service, totals 20 years. "Active federal service" means the time actually served on active duty in the Army, Navy, Air Force, Marine Corps, Coast Guard or any of their components while for purposes of the new bonus program a reenlistment is defined as any enlistment or extension of enlistment for which a reenlistment bonus was paid (as distinguished from the reenlistment allowance).

Since you have received one previous bonus and will be eligible for bonus payments for only five months of your new enlistment (the five months between expiration of your present enlistment and the completion of your "twenty"), your bonus under the new program may be figured this way: multiply two-thirds of one month's basic pay by that fraction of a year for which you are entitled to receive a bonus. Roughly, that will give you the amount of bonus you may expect under the new law.

Men with long service may not fare so well under the new bonus law as under the old, but a member entitled to a reenlistment bonus may elect whether he wishes to receive payment under Section 207 or 208 of the Career Compensation Act of 1949, as amended.

Members who elect to receive payment under Section 207 shall be paid a lump sum reenlistment bonus of \$40, \$90, \$160, \$250, or \$360 upon enlistment for a period of six years.

Therefore, if you were to elect to receive reenlistment bonus under Section 207, you would receive \$360 upon reenlistment for a period of six years.

A more complete explanation of the new bonus program may be found in the September 1954 issue of ALL HANDS (pp 42-44).—Ed.

Use of Official Stationery

SIR: I recently had a somewhat "warm" argument with a YN2 concerning the type of paper that should be used by an individual when making a written request, via channels, to the Chief of Naval Personnel.

It was his contention that the letterhead paper of the activity to which the individual is attached should be used for the basic letter. I heartily disagreed and expressed my opinion that plain bond paper should be used.

I contend that an individual is not an "activity" within the meaning expressed in the Navy Correspondence Manual which states: "Letterhead stationery of the activity responsible for signing the correspondence is used for the first page of the naval letter." Who is right?—R. V. H., PN2, USN.

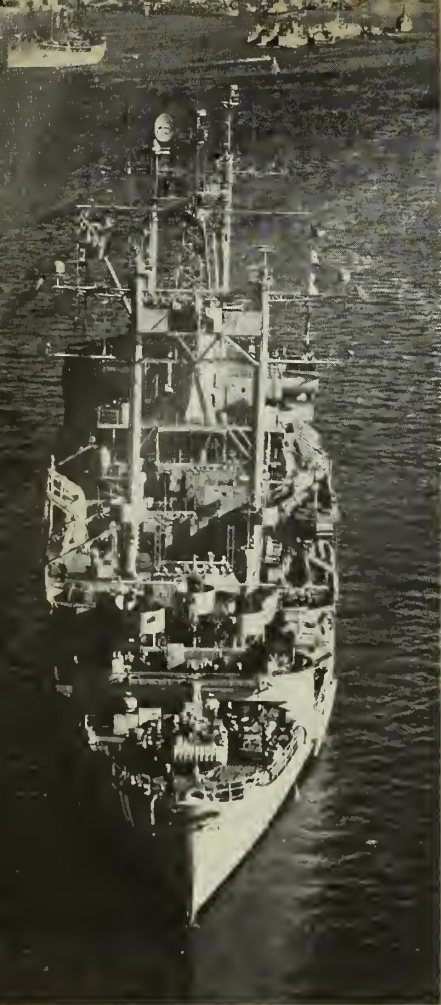
• The yeoman is right. The Navyman, writing to the Chief of Naval Personnel, via commanding officer, is engaged in official correspondence. The letterhead is used for the first page of official correspondence.—Ed.

Insignia of Other Services

SIR: I'm a hospital corpsman and also an aviation medical technician. I have been attached to the MATS 1453rd Medical Air Evacuation Squadron for about a year. Air Force medics in our outfit are entitled to wear aircrew wings after they've accumulated 300 flight hours.

My question is this: Are Navy hospital corpsmen eligible to wear Air Force crew member wings under the above conditions?—C.H.B., HM2, USN.

• In accordance with "Uniform Regulations," qualification insignia of other services, such as wings, shall not be worn on the naval uniform.—Ed.



USS ELDORADO (AGC 11) pulls into San Diego harbor, home port for the Amphibious Force Flagship.

Youngest First Class PO?

SIR: I believe we may have on board the youngest first class petty officer in the Navy. He is John B. Lipinski, AL1, usn, who is 20 years old. He was born in Chicago on 16 May 1934.

He was advanced to first class, effective 1 Jan 1955, four and one half months before his upcoming 21st birthday. We are wondering if he is really the youngest first class PO or if ALL HANDS readers can come up with still a younger one?—R. O. R., LT, usn.

• One thing for sure, ALL HANDS wouldn't dare agree with you. It may be that he is the youngest first class PO but we doubt it, especially if you mean the youngest ever in the Navy. We can remember back during the war when there were many slick arm chiefs holding down important jobs and one of our writers comes close to the record you claim for Lipinski. He was just over 21 when he put his first class crow on his arm. The way we see it, this is one claim that ALL HANDS readers will have to settle. Let us hear from any one who knows of a POI younger than Lipinski.

PUC Credit in Computing Multiples

SIR: Can you tell me what credit was given for the Presidential Unit Citation in computing multiples for the February 1954 advancement in rating exams? BuPers Inst. 1430.7A covers credit for the 1955 service-wide examinations, but so far I have been unable to find any source which listed previous credits for the award.—T. O. E., BM1, usn.

• According to BuPers Inst. 1430.7 of 13 Feb 1953, the Presidential Unit Citation (if the holder was entitled to wear it with star) counted for two points when computing multiple scores. This instruction was replaced by the one you mention, which allows five points for the PUC.—ED.

Five-Term Training for Officers

SIR: BuPers Inst. 1520.37 states that commissioned officers of the rank of LCDR and below who possess less than two academic years of college level education will be ordered to attend a university for a period ranging from two to five semesters.

I am at present a permanent warrant officer in the W-4 grade, but am holding a temporary appointment as LCDR. My first commissioned service began on 15 Aug 1943.

Inasmuch as I do not have two years of college level education, can you advise me if I am eligible for the five-term training program, or if there is any method by which I might be permitted to participate in this program.—T. E. H., LCDR, usn.

• You are not eligible for undergraduate college training under any current program.

While BuPers Inst. 1520.37 only broadly outlines eligibility requirements and does not specifically cover your case, the eligibility lists are restricted to commissioned officers whose permanent rank is ensign or above.

It might also be pointed out that BuPers Notice 1400 of 3 Sep 1954, which affirms temporary appointments to LT and LCDR made during fiscal years 1951-54, has no bearing on the permanent rank of members concerned unless they already held a permanent commission as ensign or above.—ED.

Korean Theater Ribbons

SIR: I know that personnel serving in Korea in 1954 are not eligible for the Korean Service Medal, the United Nations Service Medal or the National Defense Medal but have been wondering if, through service in that area after the fighting ended, we will earn either a "Korean Occupation Medal" or the Naval Occupation Service Medal for the Asiatic theater.—T. V. A., NAVCAD, usn.

• You're only partially correct in your reference to Korean eligibility. Service

during 1954 until 27 July was creditable for the three medals mentioned in your letter.

There is no authorized ribbon known as the "Korean Occupation Ribbon" nor will there be one so far as we can find out at this time. As for the Navy Occupation Service Medal for the Asiatic area, its closing date was 27 Apr 1952.—ED.

Earning Bronze Star Medal

SIR: One of my shipmates is trying to tell me that the Bronze Star was automatically awarded to all crew members of submarines that made five or more successful war patrols during World War II. Is he right?—P. K. B., ET1, usn.

• No, your buddy is not correct. The Bronze Star Medal is not an automatic award and is awarded only upon special recommendation in each individual case.—ED.

The 40 Men of Crows Landing

SIR: I have just finished reading the latest copy of ALL HANDS, a monthly pleasure for me. I would appreciate it, though, if you could find some space to write about the sports activities at my old station, ALF (Auxiliary Landing Field) Crows Landing, which is attached to U. S. Naval Air Station, Moffet Field, Calif.

Although this small base has only 40 men attached to it, it has compiled quite a record in athletics. For two years running the station's team has won the local City League softball championship. The 1953 team placed four men, Melvin Pleasant, AK2, Dale Harker, AN, "Rip" Smith, SA, and George Wisnom, AC3, on the All-Star team.

In 1954, the base sponsored tournaments in horseshoes, tennis, billiards and table tennis. The basketball team again placed in the first division in their league and reached the semi-finals in the very tough Modesto Invitational Tournament.

The softball team which won the local City Softball championship this past year has had a very successful season. One of the sweetest victories of the year for the Crows Landing team was the 10-5 lacing it handed to the varsity softball squad from NAS Moffet Field.

In addition, this base sent three men, L. Cooper, W. Horne, and G. Wisnom to the 12th Naval District Track and Field Meet where all three placed high in their particular events. Wisnom set a new district record in the pole vault.

Considering that the total complement of ALF Crows Landing is only 40 men, the above seems to be a pretty fair record.—G. R. W., AC3, usn.

• Thanks for your very informative letter. And more power—and victories—to the 40 men at ALF Crows Landing.—ED.



USS LANGLEY, Navy's first carrier went into service in 1922. Scuttlebutt said she had super guns along keel for ballast.

What Do You Know About American Boy and 18-Inch Guns?

SIR: I read with interest your item "Guns For Ballast" on page 21 in your January Issue of ALL HANDS, in regard to an 18-inch gun being used for ballast in the hold of USS Relief.

The same story was current in the early '30s but about the carrier Langley, to account for the fact that she would not roll at anchor. Lexington and Saratoga rolled badly at anchor off the Long Beach breakwater but Langley did not. She was said to have large experimental guns laid along her keel and buried in concrete. These guns were of very large bore, it was said, but had proved unreliable on test. As you no doubt are aware, Langley was our first carrier and was a converted coal collier. Undoubtedly she was heavily ballasted, and there may be some truth in the story.

I note that you state that only one 18-inch gun was ever built. From my own observation I believe this is in error and I offer the following for whatever it may be worth:

In the Mare Island Navy Yard in 1934 I observed four guns (on blocks near a railroad siding) that clearly appeared to be more than 16 inches in diameter at the muzzle. I did not actually measure with a tape but I satisfied myself in my own mind that they were more than 16-inch.

Some years later I became acquainted with a retired employee of the yard. He informed me that he had personally received and filed the papers that came with the guns, that the guns for a ship then being built, and the guns actually were 18-inchers! The ship was scrapped as the result of the treaty which limited armament to 16-inch, but the guns were retained pending a determination as to their disposition by higher authority. He was curious as to whether the guns ever had been disposed of. My guess is that they were melted for scrap in World War II.—W. H. Croner, LT, USN.

• Thank you for your interesting contribution to the big-gun legend which has intrigued innumerable cof-

fee-breaks and bull sessions. However, BuOrd firmly repeats—only one 18-inch at the Proving Grounds, Dahlgren, Va.

The ever-recurring story of the 18-incher brings to mind another puzzler which should further confound ward-room and joe-pot sages:

In its unfinished file, ALL HANDS has a clipping from what is believed to be a West Coast newspaper dated some time after the turn of the century. This describes "the proposal to build a war ship to be called American Boy. The money to be expended in the project to be raised by popular subscription among the boys in the various cities of the United States, has proceeded so far that the money is not only largely in hand, but the plans for the battleship have been drawn up and are now in the hands of the Navy Department."

American Boy, it was stated, was to be 1000 feet long, or nearly three times the length of current first-class BBs such as Illinois or Kentucky. Displacement was to be 84,410 tons with a speed of 40 knots! (Forrestal has a full load displacement of 76,500 tons). Its battery was to consist of "four monster 15-inch guns, 12 12-inch, and four 10-inch. All of them, of course, are breech-loading rifles. The secondary battery consists of two 12-inch dynamite guns and 20 12-inch mortars."

The THIRD battery consisted of a

further array of formidable weapons including 100 6-pounders.

All this was to be capped (if that's the proper word) by a ram weighing 48,410 tons. The writer of the article confined himself to sober reality when he stated: "Should two such ships crash together at full speed there would be such a collision as the imagination is unable to forecast."

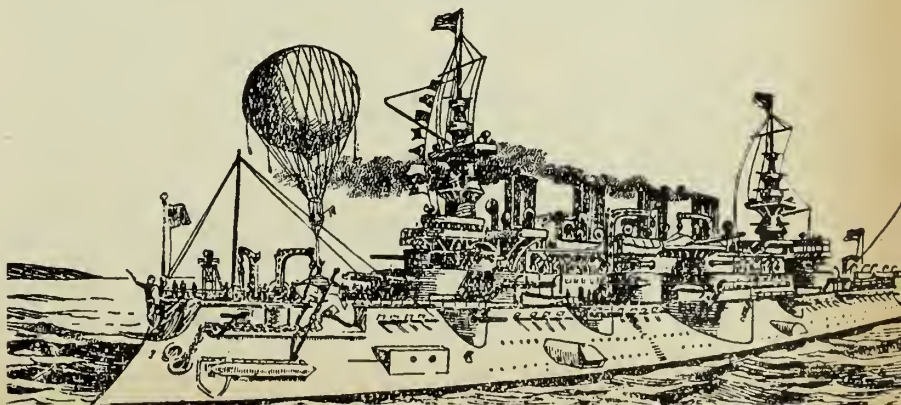
The armor belt was to be 36 inches thick, backed by eight feet of asbestos felt. Supplemental equipment included a 20-inch telescope, two war balloons, two submarine boats armed with cable shears, 300 auxiliary engines for "lifting supplies, moving guns, and the like; and oil sufficient to quiet a high sea and keep it still during 30 days."

Our research leads us to believe that American Boy was sunk without a trace after its first engagement with the press. Was it all a hoax dreamed up by an imaginative reporter?

A BuShips expert went on to say that some of the characteristics of the American Boy are a "bit far-fetched"—for example, the ram is over half the weight of the entire ship; to achieve 40 knots with machinery of that era on a ship of that size would have been impossible.

Does any reader have a further contribution to the ALL HANDS pct research project, the American Boy?—Ed.

WHAT HAPPENED to the American Boy? Dream battleship was to be built with funds collected by popular subscription according to old newspaper clipping.



Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *Navy No. 157, Palermo, Sicily*—Former personnel of this Naval Operating Base will hold their fourth annual reunion at the Hotel Carter, Cleveland, Ohio, the week-end of 25 June. For further details write to A. L. Coddington, 679 Carlyle Pl., Union, N. J.

• *Squadron VPB 27*—All World War II members of VPB 27 are invited to the first reunion to be held in New York City 15, 16 and 17 July. For reservations contact Austin Puvogel, 1033 Stuart Pl., Seaford, Long Island, N. Y.

• *uss Hornet (CVA 12)*—The reunion of *Hornet* and Air Groups II, XI and XVII will be held 10 and 11 June at Hotel Sylvania, Philadelphia, Pa. Write to L. P. White, 357 Thornbrook Ave., Rosemont, Pa.

• *uss Lexington (CV 2)*—The second annual reunion will be held Saturday, 7 May at the Lakewood Country Club, 3301 Carson Blvd., Long Beach, Calif. For reservations and details, write to Tallie James, 2651 Cedar Ave., Long Beach, Calif.

• *uss Oklahoma*—The fifth annual reunion of the commissioning and World War I crew will be held at the Hotel New Yorker, New York

City on 30 April and 1 May by the *uss Oklahoma* Veterans' Association. For information, contact Edward H. Lutz, 673 Lindley Rd., Glenside, Pa.

• *Commander Transports Amphibious Force*—All active and inactive personnel who are attached to the staffs of Commander Transports, Amphibious Force Pacific Fleet; Commander Transports, Ninth Amphibious Force; or Commander Transports, Group 3, Fifth Amphibious Force, between 1942 and Dec 1944, and who are interested in having a reunion may write to Eliot Hubbard, III, RFD, South Lincoln, Mass., or LCDR John C. Parry, usN, U. S. Submarine Base, New London, Conn.

• *Pennsylvania Schoolship Graduates*—Naval Reserve graduates who interested in a reunion in the late Spring may contact CDR Raymond Eisenberg, usNR, U. S. Merchant Marine Academy, Kings Point, N. Y.

• *uss Earle B. Hall (APD 107)*—It is proposed to have a reunion of the men who served on board between June to September 1945, with time and place to be designated by mutual consent. Those interested may write to Paul F. Harris, 25 Plattsville Ave., Norwalk, Conn.

• *uss Edwards (DD 619)*—All personnel who served in this ship and are interested in a reunion with time and place to be announced later, are requested to contact Frank H. Mann, 5220 Vincent Ave. South, Minneapolis, Minn.

• *55th Naval Construction Battalion*—A reunion will be held at the

Hollywood Roosevelt Hotel on 1, 2 and 3 July in Hollywood, Calif. Those interested may write to Henry D. Marshall, 1744 Kenilworth Ave., Pasadena 3, Calif., Secretary-Treasurer.

• *DE COs*—The sixth annual dinner for DE COs will be held 14 April at the New York Yacht Club in New York, N. Y. Anyone who has not received an individual announcement should contact Mr. James Mertz, c/o New York Yacht Club, 37 W. 44th St., New York 36, N. Y.

• *9th N. D. Naval Shore Patrol*—The sixth annual reunion of this association will be held at the Mayflower Hotel on 20, 21 and 22 May in Akron, Ohio. Contact J.F. Lenington, 72 S. 4th St., Aurora, Ill.

• *uss South Dakota Veterans of WWI*—The 34th annual reunion of the World War I crew is scheduled to be held 2 April at Portland, Ore. For details contact Carl Haggland, 2519 NE. 59th Ave., Portland 13, Ore.

• *uss Warren (APA 53)*—The third reunion is scheduled for 30 April at the Lord Baltimore Hotel, Baltimore, Md. For details, write to William J. Peters, Secy-Treas., *uss Warren* Association, 28-4 Harris Place, Paterson 4, N. J.

• *uss Alkes (AK 110)*—It is proposed to have a reunion of the men who served on board, with time and place to be designated by mutual consent. Those interested may contact Mr. Ralph Kleinbeck, Gulf Trailer Park, Box 1441, Bradenton Beach, Fla.

Notification of Change of Name

SIR: I plan to have by name shortened through civilian court procedure, but I don't know what regulations the Navy has concerning name changes. Could you advise me as to the directives concerned and the procedure required to comply with them?—S. K., MMC, usN.

• *Articles B2209 and B2303 of "BuPers Manual"* state that a copy of the court order authorizing the change of name should be forwarded via official channels to the Chief of Naval Personnel, together with a request that records be changed according to the court order.—ED.

Emergency Leave

SIR: I have a question. To phrase it best, let me give an example. A man is granted a long week-end. While on liberty he telegraphs the ship requesting four days' emergency leave. Now for my question. When does his leave start? Is it the time he first departed on liberty or when the telegram was received stating that leave was granted.—A. L., EM2, usN.

• *"BuPers Manual," para (1) of Article C-6318* spells out your answer when it states in part: "Liberty shall not be used to extend leave periods." Thus, the leave would start the day after you went on liberty, inasmuch as the day of departure is a day of duty. If you left on special liberty on Friday and wired for emergency leave on Sunday, receiving your answer the same day, your leave started on Saturday.—ED.

Termination Date for OSM

SIR: I have had frequent arguments on the subject of whether or not the Navy Occupation Service Medal (Europe) is still being issued for service in Africa. I recently read in some publication that as yet no termination date has been set, still everyone seems to disagree with me on this point. Could you please tell me if I am correct?—D. G. H., TE2, usN.

• *You are correct. The medal is still being issued for service in all the areas for which it was established with the exception of Italy. (Terminal date of the Occupation Service Medal is the date*

preceding the effective date of the ratification of a Peace Treaty with a specific country.)—ED.

Vermont Went West Too

SIR: At the Naval Station Tongue Point we have unearthed a photograph of the old *uss Vermont* moored to a pier in Astoria, Ore. We are attempting to determine the year the picture was taken. Could you give us a brief history of *Vermont* to assist us in our research?—R. J. B., CAPT., usN.

• *uss Vermont (BB 20)* was launched at Quincy, Mass., in 1903 and commissioned in 1907. Her service was primarily on the East Coast until she was decommissioned in 1920 at Mare Island. An exception is a round-the-world cruise in 1908. During this cruise, she was in Bellingham, Wash., 21 May-23 May 1908; Seattle, Wash., 23 May-27 May 1908; and Tacoma, Wash., 27 May-28 May 1908.

It is entirely possible that *Vermont* was present in Astoria, Ore., around this time, but so far, nothing can be found to prove this.—ED.

Souvenir Book of USS Bataan

SIR: Near the end of World War II a book was published about the *uss Bataan*. I was a crew member in this carrier from the day it was launched until August 1944 and I would like very much to get a copy of the book. Can you give me any information about the cost of the book and how I might obtain a copy of it?—H. G. D., BM1, USN.

• You may obtain a souvenir book of *uss Bataan* (CVL 29) by writing to the *Bataan Publishing Company*, *uss Bataan* (CVL 29), *Philadelphia Group*, *Sixteenth Fleet*, U. S. Naval Base, *Philadelphia 12, Pa.* The cost per copy is \$7.50.—Ed.

Don't Tangle with the Wrangell

SIR: I'm a lieutenant in the inactive Naval Reserve and occasionally I'm lucky: I'm sometimes the 11th reader of *ALL HANDS* magazine. I get my copies of the magazine from the ones sent to the U.S. Naval Station, B.W.I.

In your article "From Bosun's Chair to Breeches Buoy" there was an illustration on page 24 showing a patient being lowered away to *uss Cascade* (AD 16). Now if my recognition doesn't fail me, I would say that the ship alongside *Cascade* is none other than the mighty ammo carrier *uss Wrangell* (AE 12) of "Don't Tangle with Wrangell" fame.

This was the first ship of her class to re-arm a fighting ship while proceeding underway. As you might have guessed, I'm a former member of that vessel's complement and am naturally proud to see that she has left the Reserve Fleet to resume her former activities. Am I right? Is the ship indeed the *Wrangell*—as happy an ammunition ship as you could hope to find?—C. S. A., LT, USNR.

• You're absolutely right. *ALL HANDS*, though, wasn't trying to "tangle with

Souvenir Books

In this section *ALL HANDS* prints notices from ships and stations which are publishing souvenir records and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, *ALL HANDS*), and should include approximate publication date, address of ship or station, price per copy and whether money is required with the order.

MOBILE CONSTRUCTION BATTALION FIVE.—A cruise book is available to former personnel of Mobile Construction Battalion Five that covers the history of the battalion from its beginning through 1954. The book is available to former personnel at \$3.50 and to the general public at \$7.00. Inquiries should be sent to the Officer-in-Charge Cruise Book, USN MCB 5, c/o Fleet Post Office San Francisco, Calif.

the Wrangell." Actually, we didn't mention the ship in the caption, but if we were holding a class in recognition, you'd undoubtedly get a 4.0 for this lesson. The part of *Wrangell* that was printed wasn't too much, so you must have an eagle eye (or have known the vessel inside-out) to have recognized your old ship. An interesting story about *Wrangell* is carried in April 1954 issue of *ALL HANDS*, p. 19.—Ed.

Promotion of TARs

SIR: I was selected for the TAR program and my designator changed to 1107 on 1 Jul 1954. The last selection board for LCDRs excluded the TARs. Am I right in assuming that the TARs will be considered by the next LCDR selection board along with Reservists on inactive duty? If so, when is the next board due to meet?—D. R., LT, USNR.

• All Reserve officers on active duty in the TAR program (officers whose

designators as assigned by the Chief of Naval Personnel have a fourth digit -7) will be considered for promotion to higher grade by Reserve Officer selection boards.

Promotion zones for Reservists on active and inactive duty coincide. Reserve officers who would be considered by the "active board" if they were not TARs will be considered by the "inactive board." However, if selected, the difference in date of selection between the two boards has no bearing on pay or precedence. The TAR officer, when promoted, is entitled to the same date of rank as his running mate on the linal list, and to pay (back pay if appropriate) from the date of the vacancy his running mate was promoted to fill.

The Reserve Officer selection boards for CDR, LCDR and LT met as scheduled early this year. The board for selection of LTJG to LT, USNR, is scheduled to meet 3 May 1955.—Ed.

Unit Citation Pennant

SIR: I have been assigned the job of finding out if there is a Naval Unit Citation Pennant, and obtaining one if it exists. I've run into some trouble. I can't find any in standard stock and I personally know of no such pennant. I tried the catalog on Medals and Awards and also the DNC 27 Manual on Naval Flags and Pennants with no success. I believe that there is no such pennant. Am I correct?—N. J. A., QMC, (SS) USN.

• You're right, Chief. There is no Naval Unit Citation Pennant. There is, however, a Presidential Unit Citation Pennant. A description of the PUC Pennant is contained in *NavPers 15,790* (Revised 1953) "Navy and Marine Corps Awards Manual" (Part II, Section 1).—Ed.

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Nautilus Blazes Silent Service Trail

NAUTILUS is a name which has held an honored place in undersea travel since Robert Fulton—the same one who “invented” the steamboat—gave the name to a tiny submersible he built in 1800.

The name was picked up by the French author Jules Verne, for the underwater craft used by Captain Nemo in the novel *20,000 Leagues Under The Sea*. England's Sir Hubert Wilkins explored the polar icecap in another submarine named *Nautilus*, and yet a third one racked up an outstanding record in World War II.

Now, in the 55th year of the U. S. Navy's submarine branch there is a new *Nautilus*, the Navy's—and the world's, first nuclear-powered submarine. The keel for this “fission fish” was laid in June 1952 at Groton, Conn. Launching ceremonies took place on 21 Jan 1954 and she was commissioned last September.

This modern *Nautilus* (SSN 571) has an over-all length of approximately 320 feet, and is approxi-

mately 28 feet through a mid-hull cross section. She has a surface displacement of approximately 3000 tons, while her estimated cost is \$55,000,000.

By way of comparison, the Navy's World War II *Nautilus* (SS 168), was a good bit larger, and cost a good bit less. Laid down at Mare Island Navy Yard in August 1927, she boasted an over-all length of 371 feet and submerged speed of 8.5 knots. The cost of her hull and machinery was only \$5,350,000, plus \$1,020,000 for armament.

Today's *Nautilus* is the latest development in a line of Navy submarines which runs back 55 years to the 53-foot *Holland*. The history of the submarine itself dates back several hundred years before that. Despite records of earlier attempts to build an undersea craft, however, David Bushnell's *Turtle* is generally considered the first practicable submersible; and she was built in the Revolutionary War.

Turtle, which looked somewhat like a lemon standing on one end, had a water-ballast system with hand-operated pumps, a compass and a crude arrangement drawing in fresh air from the surface. These vent pipes even closed automatically when the water reached a certain level, much as the present-day “snorkel” operates.

Fulton's *Nautilus* with an over-all length of 20 feet and a beam of five feet, was the next step in undersea travel. She was designed to carry three persons and could stay submerged for one hour. The first *Nautilus* carried sails for propulsion since, like most early submarines, she was expected to travel with her main deck merely awash. She also was fitted with crude ancestors of the present-day hydroplanes.

Although his *Nautilus* experiments were carried out in England and France, the American government later made Fulton a grant to carry out further experiments in this country.

Little was done with submarines during the American Civil War (although one of the Confederate “Davids” did manage to sink the Federal warship *Housatonic* just outside Charleston harbor). Between 1865 and 1900, however, much experimental work was carried on, both in the U. S. and in Europe.

John P. Holland built his first submarine in New Jersey during 1875. Twenty-five years and nine boats later, Holland finally had a boat accepted by the Navy. Named for its builder, this ‘silent service’ beginner had a length of 53 feet, 10 inches; a diameter of 10 feet, three inches and a displacement of 75 tons. Her surface power was derived from a 120-horsepower gas engine which gave a speed of about seven knots on the surface; her batteries afforded 50 horsepower for six hours when submerged, with a maximum speed of eight knots. *Holland's* range was approximately 1500 miles on the surface and 50 miles submerged.

In spite of her small size, *Holland* made a deep impression on the Navy and for a long time our submarines were frequently referred to as *Hollands*.

In 1903 the Navy commissioned seven additional submarines, similar

FLEET TYPE submarine heads for open seas in path of setting sun. Built prior to and during WWII, many have been modernized and converted for special jobs.



to *Holland*, and designated them the Adder-class or "A-type." These weighed 120 tons and made eight knots on the surface and five knots submerged. The "B-type" of 1907 could make eight knots submerged. The "C-type," appearing in 1909, introduced twin-screw drive and stepped up the surface speed to 11 knots. In 1910 the "D-type" made headlines with surface and submerged speeds of 13 and 12 knots, respectively.

Diesel engines were first used by the Navy on the "E-type" submarines of 1912. Diesels eliminated much of the physical discomfort from fumes and exhaust gases of the old gasoline engines, and the K-, L-, and O-type boats of World War I all made use of them.

There was little spectacular about submarine developments in the U. S. between 1918 and 1941. The Fleet subs built just before and during World War II ranged from 300 to 320 feet in length and displaced approximately 1500 tons on the surface. These included such famous classes as *Balao*, *Gato*, *Tambor*, *Sargo*, *Salmon*, *Perch* and *Pike*.

In 1946 the Navy began adding "snorkel" tubes to existing submarines, and converted them to "guppies"—the nickname standing for Greater Underwater Propulsion Power. This conversion increases both underwater speed and endurance, since it allows the use of Diesel power while the boat cruises a few feet beneath the surface. (During 1950 *Pickrel* (SS 524) traveled the 5200 miles from Hong Kong to Pearl Harbor in 21 days without surfacing, as a test of the capabilities and design characteristics of guppy-type submarines.)

SSN 571, representing the latest



PLOTTING PARTY of USS *Archer Fish* (SS 311) charts underwater course. Below: World's first atom powered sub slides into water at launching Jan 1954.

in submarine conception and design, may be expected to add more luster to the name she bears. She is designed to cruise longer, farther and faster than conventional submersibles. *Nautilus* also has the most powerful submarine engine afloat, and can make more than 20 knots submerged.

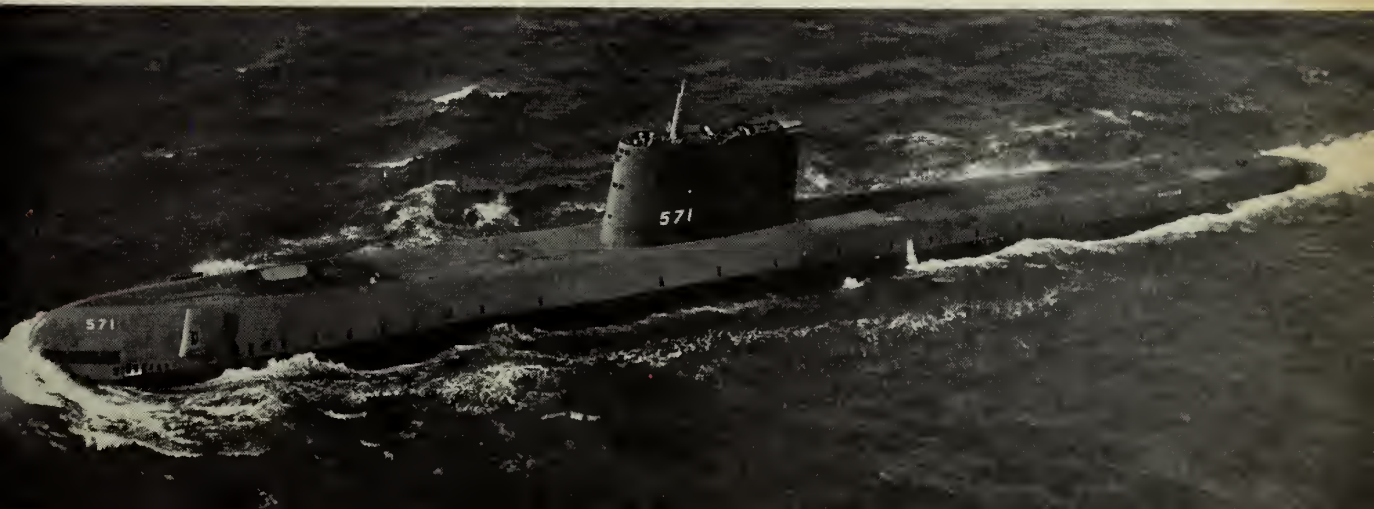
Ordinary submarines operate on batteries while underwater, and even at slow speeds can travel less than 100 miles completely submerged. However, while completely submerged they can snorkel at periscope depth as long as diesel fuel is available. But *Nautilus* could girdle the globe without resurfacing, since her atom engine does not require air.

The Navy already knows that crews can stand the pace: Last year 22 men and an officer stayed in sealed sub conditions for two months while 50 medical research specialists kept tabs on their minds and bodies. Needless to say, they came out in excellent condition.

If you accept the fact that nuclear fission produces great heat, it's easy



LATEST IN SUBS, USS *Nautilus* (SSN 571) sets out to sea with her specially trained crew for initial trial run.

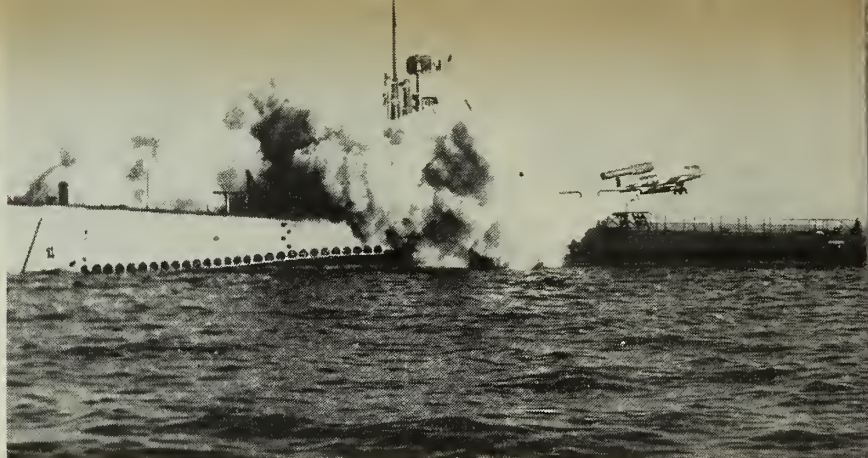




COMBAT PLOTTING team operates in conning tower of sub during mock attack while on a training cruise.

to understand the revolutionary power plant in *Nautilus*. Fission in the reactor heats water kept under high pressure in stainless steel pipes. This water is used to turn water in an adjoining system into steam which drives the turbine. The turbine, of course, is geared to the submarine's screws. From two pounds of atomic fuel, the *Nautilus* reactor can extract energy equivalent to 460,000 gallons of fuel oil or 3000 tons of coal.

"Creature comforts" are as important as propulsion in any submarine which is expected to stay submerged for any length of time, so *Nautilus* crewmen enjoy some choice items from BuShip's "habitability package shop." Bunks in the crews quarters are "pans" of fiberglass with plastic-covered, sponge rubber mattresses. They are in tiers of three, with the center one dropping down to make a comfortable seat. Between the bunk ends are private lockers for gear and personal effects. Each bunk



SUBS TOOK THEIR PLACE early in tomorrow's navy. Shown here is *USS Carbonero* as she surfaced and launched the *Loon* guided missile from her deck.

also has its own shaded reading light.

The crew's mess is equipped with tables which can be converted into benches to accommodate more than half of the crew at movies. Muted shades of green, brown, and yellow (with red seat covers) give the living quarter a gay, homelike atmosphere. As a topper, *Nautilus* even has a "juke box" with selector boxes placed in strategic spots. CPO and officers' quarters have undergone similar refinements.

SSN 571 also has apparatus to scrub the carbon dioxide out of the air and to refrigerate the atmosphere within the hull.

Crewmen aboard *Nautilus* are also something special—combination submariners and physicists. All volunteers selected for the crew, regardless of rate, were ordered to duty at the Bettis Plant of the Atomic Energy Commission. Their training included instruction in the theory, design, construction and operation of nuclear submarine propulsion machinery. Theoretical subjects such as college algebra, physics and analytical geometry provided the basis for understanding the complex systems

and equipment involved.

Practical courses in circuits, hydraulic test loops and stainless steel welding were included, as were courses in blueprint reading, metallurgy and reactor engineering.

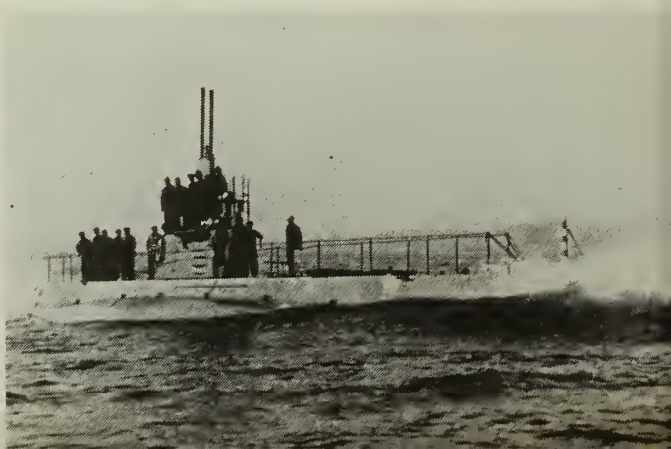
The crewmen were then sent to Arco, Idaho, where their newly found knowledge could be given practical application in the operation of the land-based prototype of the *Nautilus* propulsion reactor. This plant, known as the "Mark I," was an actual reproduction of the machinery compartments built into *Nautilus*.

Then, having been dry-land sailors for nearly three years, they headed for the Submarine Base, New London, Conn., and a refresher course in submarine seamanship. Even CDR Eugene P. Wilkinson, usn, who had been selected as *Nautilus*' first skipper, took the same training.

All in all, by the time *Nautilus* first headed to sea under nuclear power, her crewmen knew as much about their new-fangled propulsion system as they did about Diesels.

While *Nautilus* and her atomic sisters (including *USS Seawolf*, now being built at Groton) are expected to be "the most" where submarines

USS HOLLAND first motor-driven sub enters Annapolis harbor. Right: Old *USS Nautilus* is shown in 1913 photo.





NAVY'S KILLER SUBMARINE of the K-Type makes passage in waters near Pearl Harbor. Boxed-nose contains the latest in electronic listening devices.

are concerned, they are not the only items on the Navy's submarine agenda. Still in the classified category is a midget submarine which has been "in the works" since 1952.

Current Navy proposals also include the building of a nuclear-powered radar picket submarine, two additional atom-powered subs, and a guided missile submarine.

Other new submarine types which have been added in recent years are:

- **Fast-Attack submarines**, a class of boats shorter and more streamlined than World War II submarines of approximately the same displacement—1500 tons.

- **Anti-submarine submarines**—the famous "killers."

- **Target and training submarines** (SST), of which two have been authorized. These are approximately 50 feet in length and were designed for personnel training and anti-submarine target practice.

But in addition to new construction and proposed construction, the Navy has been busy modernizing and converting World War II submersibles, in line with a postwar study which indicated that submarines frequently needed rapid conversion or

modification to carry out a particular job. Among these "prototype conversions"—made to learn how to effect such conversions in event a number of them became necessary—are:

- **SSG—Guided Missile Submarines.** These included the *Carbonero* and *Cusk*, both subsequently reconverted; and *Tunny* (SSG 282) which was converted from the *Gato* class.

- **SSR—Radar Picket Submarines.** Conversions to this category include six *Gato* class, three *Tench* class and one *Balao* class submarine.

- **SSK—Submarine Killers (Large).** Seven boats of the "*Gato*" class have been converted to this category.

- **SSO—Submarine Oiler.** *Guavina* (SSO 362), formerly of the *Balao* class, was converted to this category, and has been designated an auxiliary submarine (AG (SS)).

- **ASSA—Cargo Submarine.** *Barbero* (ASSA 317) is the only conversion of this type, and is undergoing further conversion.

- **ASSP—Transport Submarines.** The two members of this class, *Perch* (ASSP 313) and *Sealion* (ASSP 315), were both *Balao* class submarines until converted to carry troop and their equipment.



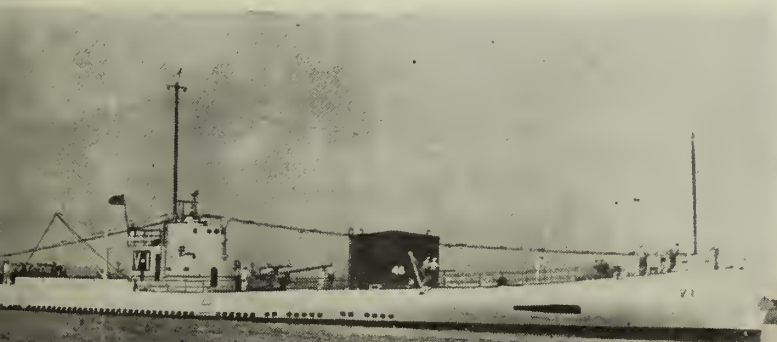
NAUTILUS CREW trainees study mock up of nuclear controls in special classes held during 1952 and 53.

With conversions and modifications to modernize her present Fleet, such devices as guided missiles, target-seeking torpedoes and snorkels—and now nuclear propulsion—Uncle Sam's submarine service has a future of which Bushnell or Fulton or old John P. Holland never dreamed.

In a fleet which already is equipped with canted-deck carriers and jet planes, guided missiles and dozens of other tested devices for improving efficiency and striking power, the nuclear-powered submarine is just one additional weapon to be tested and improved upon. But you can bet your next payday that men celebrating the submarine service's 55th birthday as *Nautilus* crewmen are today's proudest Navymen. After all, they operate the prototype for tomorrow's undersea fleet—and they're already seeking the channel markers ahead.

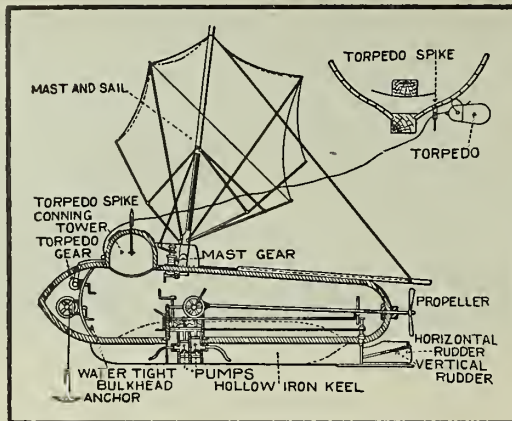
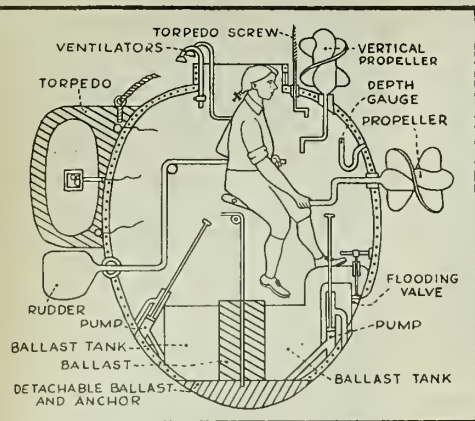
—Barney Baugh, JO1, USN.

USS BARRACUDA (SS 163) formerly (V-1 of 1924) and WW II sub (SS 392) show stages in advancement of design.



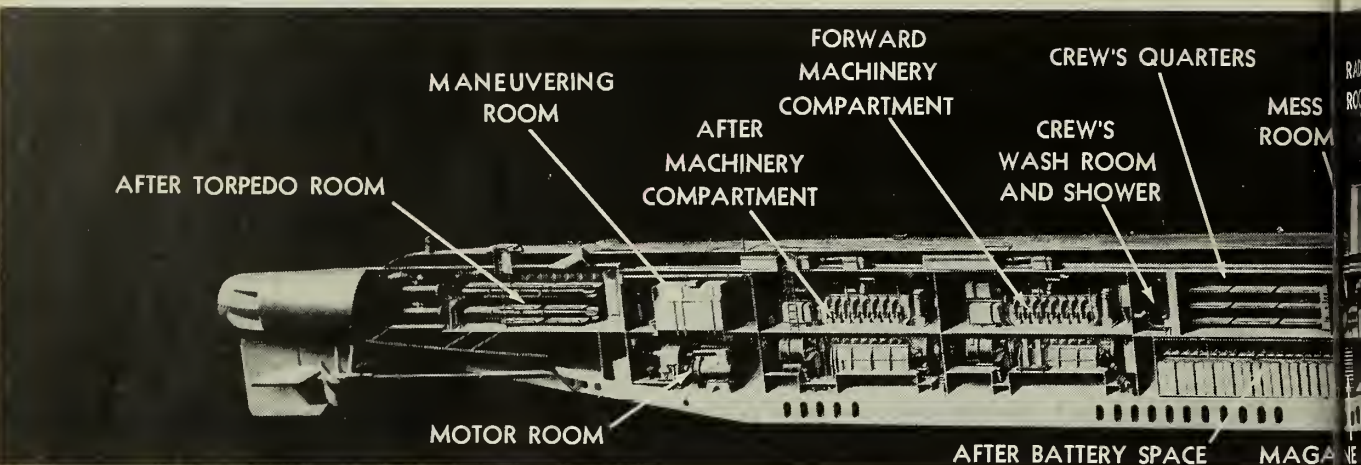
SUBMARINE

The development of the U. S. Navy's first *Nautilus* in the present-day *Nautilus* model of propulsion, is of present peacetime as well as military use. For *Nautilus*, in its application, the next 55 years will be that the changes will be as great as those that occurred since 1900. Meeting the port, from the early Turtle to the

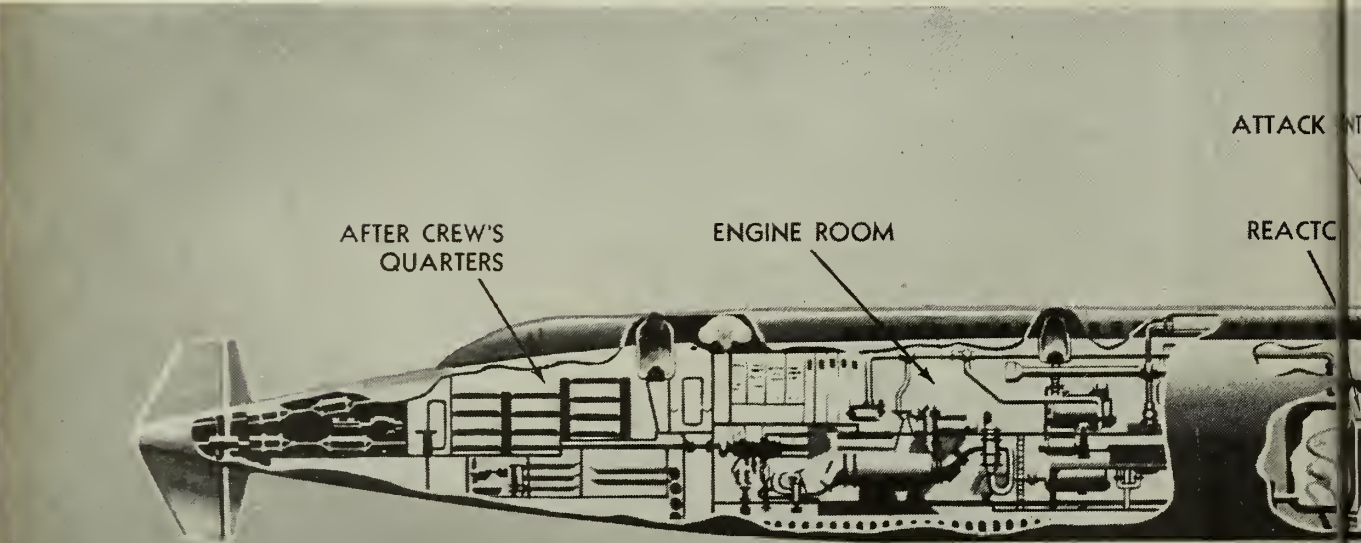


Early Turtle had rudiments of a snorkel.

First *Nautilus* (1801) was Fulton's idea.



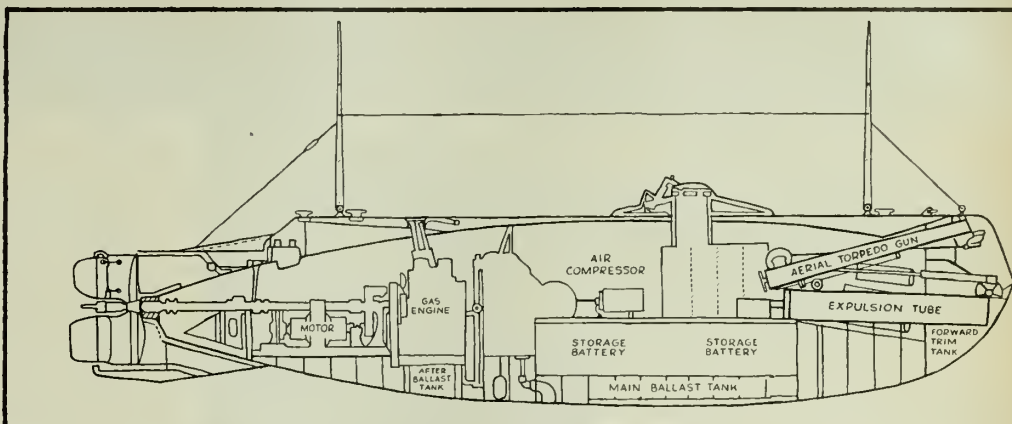
World War II submarines, one of which was also called *Nautilus*.



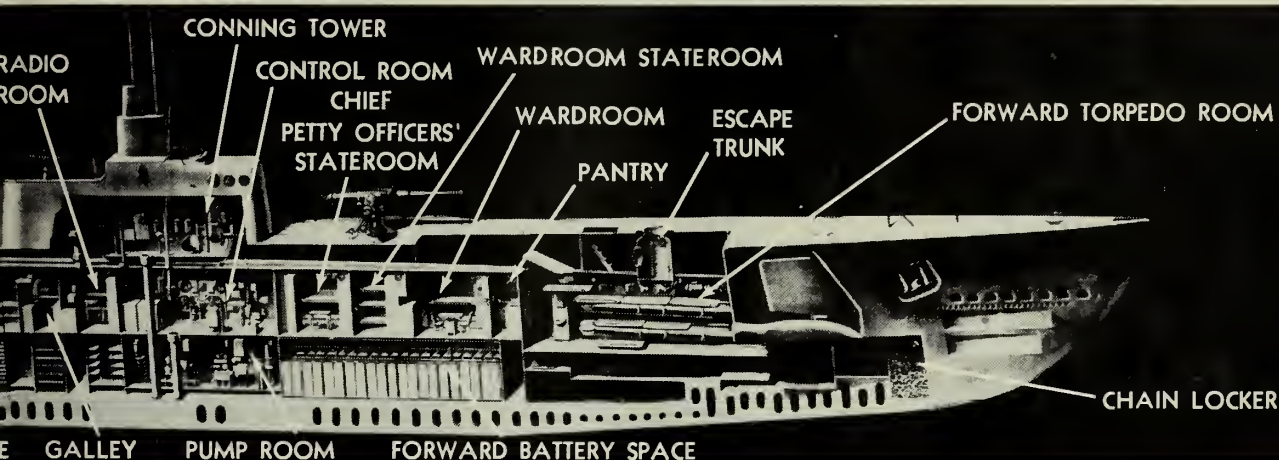
Present *Nautilus* (SSN 571) is designed to cruise.

NE NAVY

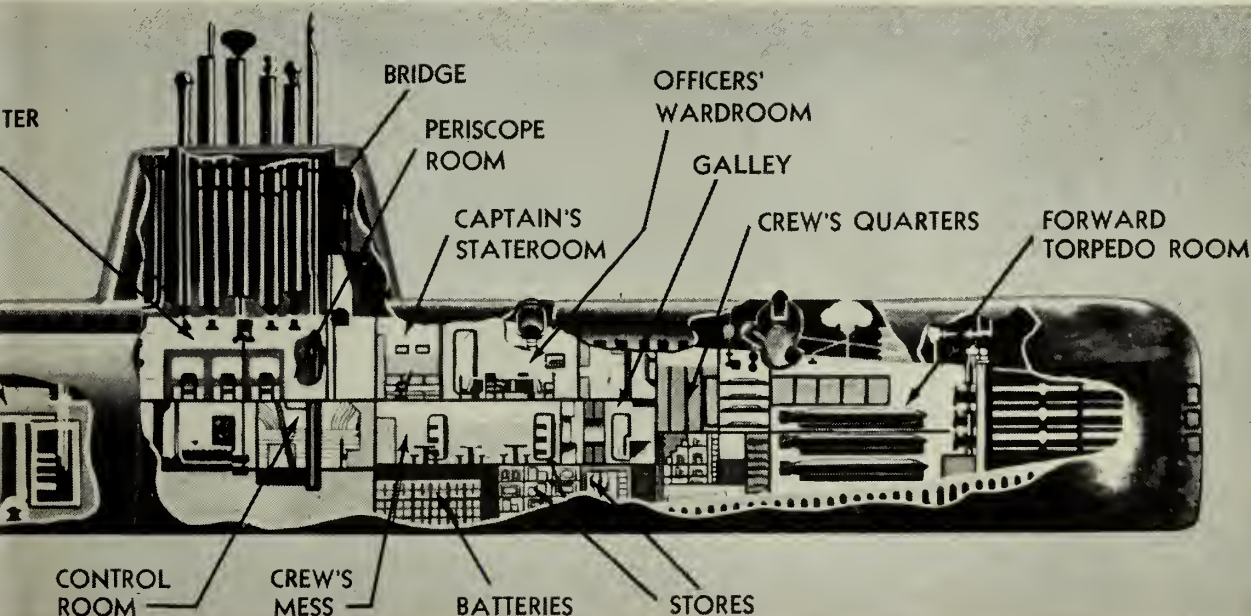
marine since the days of the
has been startling, but the
of even greater significance.
of atomic power as a means
and historical importance for
use. None of us know what
but it seems safe to predict
great as those which have
ile, here's a brief progress re-
the history-making Nautilus.



Rapid development of undersea craft is illustrated by this sketch of 53-foot *Holland* (1900), first U. S. Navy submarine.



Nautilus (SS 168), played a prominent role in Pacific warfare.



ger, farther and faster than conventional submarines.

TODAY'S NAVY

Two Chiefs Named Smith

Many sailors of today's Navy are following in the footsteps of their fathers but few of them have the inspiration and guidance of Floyd B. Smith, RMC, USN, on duty at Portsmouth, N. H. Chief Smith's father was also an RMC—with 44 years of naval service.

Ever since he was a youngster Chief Smith's life has been "Navy." His father, whose first enlistment started in 1902, filled him with sea stories instead of pabulum. The tales of travel and adventure in exotic ports all over the world helped the younger Smith to decide on a Navy career long before he was old enough to enlist.

Both father and son saw duty as radiomen in World War II and before he died in 1952 the "old salt" learned that his son had made "chief" and was carrying on in his place.

The new Chief Smith is not only following in his father's footsteps as an RMC but he actually wears many of the same uniforms his Dad wore—they fit like tailor-mades.

Heavyweight Fire Killers

A pair of foam-shooting aircraft fire fighting and rescue trucks and a mobile crane that can pick up a four-engined bomber and drive away with it have added tremendous punch to Navy aircraft fire-fighting efforts. The new equipment was tested and first put into use at NAS Cecil Field, Fla.

The two crash trucks are the first operational models of two radically new types of Navy crash trucks and are designed to blanket air crashes with 18,000 gallons of flame-smothering foam in two minutes. The trucks



FLOYD B. SMITH, RMC, USN, is following the course set by his father, an RMC with 44 years of service.

are forerunners of similar equipment slated for naval air stations throughout the world.

The MB-1, a 17-ton crash vehicle, is the heavyweight of the new trucks. It has a top speed of 64 miles per hour. During a test run, the MB-1 ran a mile from a dead stop in 89 seconds. During other test trials, it also laid down foam at a range of 180 feet and extinguished a simulated aircraft fire—200 gallons of flaming aviation gasoline—in 11 seconds.

The little brother to the large truck is the MB-2, a smaller and faster foam carrier. This truck is specifically tailored for the job of sweeping through crash fires for the quick rescue of trapped pilots and passengers.

The new type mobile crane, which resembles a road grader without the blade, is designed to aid rescue and clear runways in an air crash.

New Type Life Preserver

A new type of life preserver has been adopted as standard for Navy shipboard use to replace the "left-over" B-4 preservers now being used.

Carried in a compact pouch on the small of the back, the new preserver permits the wearer to perform his normal duties in comfort. It is also advantageous since it will automatically turn the wearer on his back and keep his head above the surface when he is in the water.

The preserver consists of a single buoyancy chamber made of neoprene coated nylon, a carbon dioxide inflator, an oral inflation valve and tube, a lifting harness, a waist belt, a toggle line and a pouch.

The lifting harness on the life preserver permits the wearer to be hoisted from the water. The toggle line, fitted to the waist belt, allows the wearer to be attached to a boat or to other survivors.

The new type life preservers are now stocked in the Navy General Stores system and will be issued to all ships as replacements for the old World War II models as they wear out.

Save Pier from Burning Ship

Three fast thinking U. S. Navy-men kept a merchant vessel from severely damaging a French port recently when they braved the flames from the burning ship to cut her mooring lines so she could be towed out to sea.

The three Navymen, Ensign Melvin R. Race, USN; Robert F. Bowen, FN, USN; and Frank C. Friedell, FP2, USN were on board *uss Robert H. McCard* (DD 822) in the port of Marseilles when fire broke out on the Italian ship *Marvia*.

As flames shot 200 feet in the air, a fire party from *McCard* quickly joined French firemen who were trying to cut the mooring lines of the stricken ship. Time after time they were rebuffed. At last Race, Bowen and Friedell shot through the flames, cut the lines and escaped without serious injury. A tug then averted disaster to the port by towing the burning vessel out to sea.

YESTERDAY'S NAVY



On 18 Apr 1942 U. S. Army planes that had taken off from the carrier *USS Hornet* (CV 12), assisted by search and fighter planes from *USS Enterprise* (CV 6), dropped bombs on Tokyo, Japan. As a carrier operation this raid was unique in that for the first time in naval history, land bombers were transported across an ocean and launched from a carrier off enemy shores. On 1 Apr 1945, at 0830, the first wave of 20,000 men, about twice the size of the first wave of Normandy, was landed by Navy ships on Okinawa beaches.

Ocean Radar Station Ships

uss *Guardian* (YAGR 1), the first of four former Liberty ships being converted to ocean radar station ships, has been commissioned at Norfolk Naval Shipyard for offshore employment in the continental air defense system.

YAGR 1 and her three sister ships are the first Navy vessels specifically programmed for picket duty off the Atlantic coasts. The major conversion work on the vessels was an extensive electronics and communications installation, as well as the provision of additional berthing and messing facilities for the crews.

In addition to air and surface search radar, the YAGRs are also being equipped with a combat information center for evaluating radar information and controlling action of U. S. fighter aircraft against enemy targets.

The former cargo ships are being outfitted to remain at sea for long periods of time.

Once they are on duty with the fleet, the new YAGRs will operate out of Newport, R. I.

Ships Pick Year's Honor Men

In recent years, various ships of the Navy have been giving recognition to their most outstanding crew member by naming him the "Honor Man of the Year." Regardless of where this recognition is made,



OCEAN RADAR STATION, USS *Guardian* (YAGR 1) is the first of four former Liberty ships to be converted and commissioned for offshore air defense.

whether it is aboard an aircraft carrier, a destroyer or an LST, it is a significant award and something to be proud of.

Nominations for such awards are usually made by the petty officers and officers in each division aboard ship and the final selection is made by the skipper, the exec, or both.

In selecting the Honor Man, the "judges" consider his leadership, character, naval smartness, loyalty, initiative and proficiency in rating.

Last year, two of the men who received such recognition were James D. Gore, CS2, USN the "Honor Man for 1954" of uss *Helena* (CA 75) and Clyde F. Anderson, QM2, USN, the "Honor Man of the Year" of uss *Worcester* (CL 144).

Floating Radar Set

The newest link in the nation's fast growing network of defense lookouts—a ship equipped to give early warning of possible enemy attack—has been added to the Continental Air Defense system.

The radar picket escort vessel uss *Haverfield* (DER 393) will become a virtual floating radar set able to spot aircraft, submarines and surface vessels headed for the continental U.S.

All military and civilian aircraft, both United States and foreign, will have an allotted period of time to make their identity known to *Haverfield* as it passes within radar range. If a plane fails to identify itself, the "watchdog" ship then radios land-based U. S. jet aircraft that will intercept the unidentified planes.

A veteran U-boat hunter of World War II, the ship was recommissioned early this year after conversion.

Besides the radar, electronic and communication equipment installed on *Haverfield*, many improvements have been made in the ship's habitability. This includes curtains, varied color schemes in the compartments, "bulkhead to bulkhead" carpeting and individual reading lights in each man's bunk.

The conversion of *Haverfield* and the addition of so much electronic equipment has added more than 400 tons to her displacement, bringing her nearer a destroyer's weight.

To keep topside weight to a minimum, all new construction is of prefabricated aluminum. Even the new tripod masts and the huge deck-house are made of aluminum. To offset this weight topside, more than 60 tons of pig iron was placed in the ship's bilges and voids to act as ballast.



EARLY WARNING radar ship, USS *Haverfield* (DER 393) departs from Naval Base, Philadelphia, for shakedown cruise. She will be part of defense net.

Carson Sails Again— 9 Gold Hashmarks Mark Salty Career

Navymen have taken pride in their reputation as "salts" since the first Navy ship put to sea. Few of them, however, can lay claim to a career as salty and as lengthy as Chief Machinist's Mate Gerald E. Carson, usn, whose record includes 35 years of continuous active service, with 32 of those years as sea duty—and a 4.0 conduct record so long it would make a lesser man quake.

Chief Carson's Navy career began in January 1919 when he signed up for his first four-year hitch. After recruit training at Great Lakes Naval Training Center and a couple of months as station complement there, he headed for his first sea duty in the old battleship *Rhode Island* (BB 17).

Between his tour in BB 17 and the year 1935, Carson saw duty in such ships as *uss Nebraska* (BB 14), the collier *uss Neptune* (AC 8) and *uss Florida* (BB 30).

Carson left *Florida* in 1931 and paused at the Norfolk Receiving Station just long enough to have his rate changed from engineman to machinist's mate first class before receiving orders to the old "four-pipe" destroyer *uss Schenck* (DD 159).

Carson's first tour of shore duty began in March 1933 when he reported to NAS Pensacola, Fla., for a two-year stretch away from the brine. While at Pensacola Carson was also advanced to chief machinist's mate.

Then, in March 1935 the chief reported aboard the cruiser *uss New Orleans* (CA 32), remaining on board throughout that ship's participation in the defense of Hawaii, and in the battles of Coral Sea, Midway, Savo, Solomon Islands and Guadalcanal.

In March 1943 (during his 25th year of service) Chief Carson checked in with Yard Craft at Pearl Harbor for several month's duty before reporting to Treasure Island and the newly-constructed floating dry dock ARD 13.

In September 1944 Carson got his second tour of shore duty, as an instructor in basic engineering at Great Lakes, Ill. After only one year ashore he was ordered to the Shoemaker, Calif., personnel center for



CHIEF CARSON receives congratulations for his 35 years of service during Battle 'E' award to his ship *USS Francis M. Robinson* (DE 220).

duty until his further assignment in 1945.

Between January 1946 and July 1949, when he reported aboard *uss Francis M. Robinson* (DE 220) (his present duty station), Chief Carson had served in *uss Ulysses* (ARB 9) in Shanghai, China, and *uss Pen-theus* (ARL 20) and *uss Okaloosa* (APA 219) at Norfolk.

During his career in the Navy Carson has always abided by the rules and regulations—or almost always.

Years ago, when he was still a whitehat, Carson went to captain's mast for a reason familiar to most whitehats in the engineering gang: "eyeballing" topside in dungarees during a dress formation. Still, that didn't keep him from being eligible for his ninth gold service stripe in January 1955.

Chief Carson, whose present enlistment expires in 1956 (making a total of 37 years of active service), is still doing his duty by the Navy, too.

During recent presentation of the Battle Efficiency Plaque to *uss Francis M. Robinson*, the commander of Destroyer Division 601 noted that "it is men like Carson who have earned you the much coveted Navy 'E'."

His long naval experience has very materially contributed to the winning of this award."

—Judson Stephens, YN1, usn.

Tropical Polar Bear Club

Florida is famed for its beaches but members of Patrol Squadron Five, whose home base is Jacksonville, Fla., have been doing their swimming this past winter in the icy waters off Argentina, Newfoundland, of late.

This seeming madness comes under the all important heading of survival—they have been learning to save their lives in case of an emergency.

The squadron has been flying anti-submarine and ice patrols around such arctic outposts in Greenland and Labrador as Thule, Sondrestrom and Goose Bay.

As a result, instruction in survival is an important part of each day's activities for the "Mad Foxes" of VP-5. Each member of every plane crew must learn the operation and uses of his survival equipment so well that there will be no mistakes when the real thing comes along.

The most popular part of this training is the regular swimming session in the icy waters of Newfoundland. The crewmen first don their "Poopy" suits, which are especially designed and tailored to protect the wearer against extreme weather conditions, and then jump into the freezing water.

All is not play in the water for while "enjoying" their dip, the crews learn how to inflate their plane's life raft, how to crawl into it, and the maximum number of persons that the life raft can support in the water.

It's a far cry from the sunny beaches of Florida, but the operation is a part of the never ending training for preparedness that is such an integral part of today's Navy.

A Penny Per Pound Per Man

The men of Recruit Company 336 at the Naval Training Center, Great Lakes, Ill., added a new "gimmick" to the giving to charitable organizations. During the 1955 "March of Dimes" campaign, the 60 recruits volunteered to donate a penny per pound per man.

To add "weight" to their good intentions, the recruits stepped on the scales rigged out in complete winter gear, including pea coats, nine-pound rifles and drill shoes. They weighed a total of 11,460 pounds, an average of 191 pounds per man. The total weight added \$114.60 to the NTC Great Lakes "March of Dimes Fund" for the year 1955.



P5M-2 MARLIN, the Navy's newest anti-submarine warfare seaplane, takes off for coastal and far-flung patrol duties.

Floating Rifle Range

uss *Rushmore* (LSD 14) claims to have the world's largest—and maybe the only—floating rifle and pistol range.

Boasting an Olympic slow and rapid fire set of targets, the range also has firing lines for .22 caliber rifle and pistol courses, Navy "E" Course, Camp Perry Course and the National Match Pistol Course.

The range was designed by James T. Kenny, FPC, usn, based on plans provided by the National Rifle Association.

The rifle and pistol range was constructed by the members of the *Rushmore* Rifle and Pistol Club during their off-duty hours.

To date, the range has aided 15 *Rushmore* sailors in qualifying as Navy Expert Pistol Shots. Three men, including the ship's commanding officer, have qualified for both the Ex-

pert Pistol and Expert Rifle medals.

CHMACH P. P. Ligeski, usn, designed the turning Olympic-type silhouette targets which can also be made stationary for use in U. S. rifle and pistol matches. Artificial lighting provides a constant light on the targets.

The *Rushmore* Rifle and Pistol Club welcomes all competition. If your ship is in the vicinity and would like some shooting competition, the *Rushmore* shooters would like to supply it.

This includes everyone from beginner to expert classification.

One of the more recent shooting matches was with the top-notch Insular Police Club in San Juan, Puerto Rico.

The LSD shooters want as much competition as they can get, in preparation for the 1955 All-Navy Rifle and Pistol Matches.

Breech Block Puller Saves Work

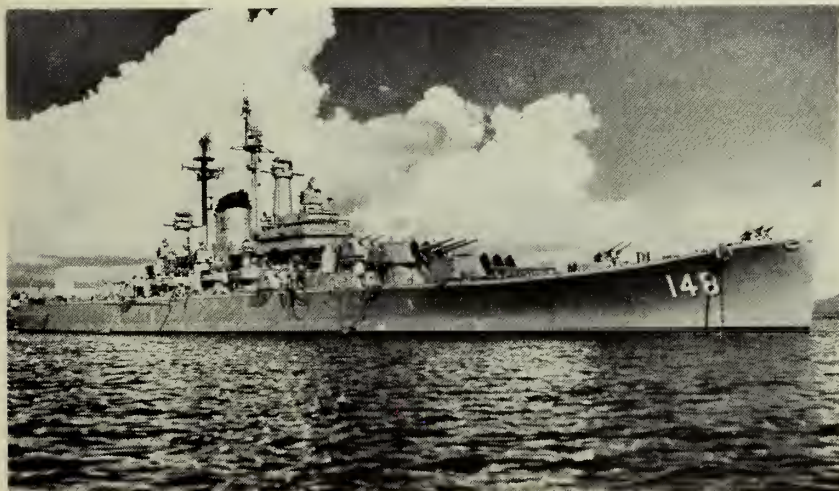
Crews who fire—and then must clean—the Navy's three-inch 50 caliber guns will find a labor-saving device in their future. Called a "breech block puller," the new gadget allows one man to do a job which once required three men—and the one man can remove a breech block in half the time.

The puller is a rectangular box with a crank at the side, connected to a cable extending from the bottom of the box. When the box is placed over a gun breech and the cable attached to a pad eye on the breech block itself, merely turning the crank will lift the block. All connecting parts can then be easily loosened and the block allowed to drop out of the breech. The process is reversed for reinstallation.

Bruce Caskey, GM1, usn, designed the device while serving in the heavy cruiser *Los Angeles* (CA 135), where he was in charge of the entire three-inch battery. Using only surplus equipment in the process, Caskey produced his first rough "puller" in the "LA's" machine shop during January 1952. He experimented with it for two years before submitting the idea to the Bureau of Ordnance.

BuOrd received the idea enthusiastically—and the "breech block puller" is on its way to becoming standard equipment for the Navy's 3"50 mounts.

Caskey's ingenuity in saving manpower, money and material has netted him a letter of commendation from Commander Cruiser Division Five, and a commendation from the skipper of *Los Angeles* on behalf of the Bureau of Naval Ordnance.



HEAVY CRUISER, USS *Newport News* (CA 148), drops anchor in Guantanamo Bay, Cuba, for liberty after completion of intensive refresher training cruise.



WORK HORSE OF ALEUTIAN Islands, USS Yuma (ATF 94) carries supplies to the remote stations in this barren chain of islands in the Pacific.

Constellation's Flag Comes Down

The Navy has hauled down *uss Constellation's* commission pennant for the fourth and last time in the 157-year career of the "36-gunner." Decommissioning of the wooden-hulled frigate was decided upon so that her token complement of sailors could be released to other duty.

Currently moored at Boston Navy Yard, not far from another famous oldtimer, *uss Constitution* ("Old Ironsides"), *Constellation* will be maintained in a state of minimum repair by the Navy pending delivery to Baltimore citizen groups for use as a museum.

Constellation was authorized by the Congress in 1794, built in 1797, and made her first contribution to U. S. Naval history on 9 Feb 1799 during hostilities with French forces in the West Indies. She is one of four "floating war" veterans recently put up for adoption by the Navy.

Food Dosimeter

Scientists at the Navy's Research Laboratory have come up with a peacetime use for a special type of glass they had developed earlier to measure atomic radiation—measuring the amount of high-intensity radiation needed to pasteurize or otherwise protect food and drugs.

Here's the story: Radiation intensities are being used in experiments dealing with pasteurization and food preservation, and the Atomic Energy

Commission has been searching for a simple device to measure the necessary radiation. In addition to being simple and easy to use, the device must be rugged enough for use in production-line irradiation of food and drug products.

The Naval Research Laboratory had already discovered—as a result

of research begun in 1947—that normally colorless glass containing a small amount of silver would become a fluorescent orange color under ultraviolet light after it had been exposed to X-ray or gamma radiations. The intensity of the orange color was a measure of the intensity of radiation, which could then be read off separate meters.

This glass, in "dog tag" locket form, has already been bought by the Navy and the Air Force as a personnel dosimeter, a device to measure the amount of exposure to such things as atomic bomb radiations.

Existing dosimeters would not satisfy the exacting requirements of a production line measuring device so NRL, in cooperation with AEC, began experiments to determine whether the silver-activated glass could be adapted for such use. Tests at both the Navy lab and at civilian institutions have shown that the glass works satisfactorily.

The Army's Quartermaster Corps, now conducting a five-year study of food preservation by radiation, plans to use the Navy-developed glass in their experiments. Meanwhile, the NRL is at work on providing an even more inexpensive dosimeter.

Navymen's Wives Like That Extra \$32,000

The disbursing officer at the Minecraft Base in Charleston, S. C., had a busy day recently when 32 enlisted men of the Mine Force shipped over in a mass ceremony and collected a total of nearly \$32,000.

The mass reenlistment was reported by television and radio as well as by local newspapers. Included in the ceremony was a special contest held for the reenlistees' wives. Each was asked to give an impromptu talk on, "Why I'm Glad My Husband Reenlisted."

Mrs. R. B. Harms, wife of R. B. Harms, SO1, USN, of *uss Valor* (AM 472) walked off with the first prize of \$100 worth of merchandise when she explained the reasons she was happy her husband shipped over.

The runner-up in the contest, W. A. Roggenbrodt, SN, gave his own reasons for reenlisting, since he is single. He reasoned that it was well worthwhile—"the Navy

offers an education, knowledge of the sea and the opportunity to know what's going on in the world."

When the time came for the swearing in portion of the ceremonies, RADM Harry Sanders, USN, Commander Mine Force, Atlantic Fleet, stepped forward and administered the oath to the assembled men and then handed them their reenlistment bonus checks.

In another instance a ship in the Pacific Fleet also has held a group ceremony of reenlistment. Six men from the boiler division aboard *uss Rochester* (CA 124) raised their right hands at the same time in front of the ship's captain and took the oath for another cruise.

As soon as the ceremonies were over the six hurried to the cruiser's disbursing office to collect a sum total of \$5646. They all agreed on one point, "it certainly pays to ship over."

Refueling System for Jets

A fuel dispensing system which enables several jet aircraft to refuel simultaneously has demonstrated its value at Cherry Point Air Station where the Bureau of Aeronautics, the Bureau of Yards and Docks and the Marine Corps have collaborated in its installation and operation.

Maintenance is extremely low and the system may be operated with only a third of the personnel formerly required. For example, it is estimated that the system using 20 men does the work of approximately 60 fueling trucks with a capacity of 3000 gallons each, requiring 180 men to operate and maintain them.

As a possible forerunner of the type of fueling equipment which may see future service at Navy air facilities ashore, it is anticipated that the system will relieve the bottleneck formerly encountered in readying the fuel-hungry jets.

The basic system consists of a series of "fixed fueling dispensers." Fuel is piped underground to these dispensers from a storage and pumping plant several thousand feet away. The dispenser consists of a strainer, booster pump, filter-water separator and meter. There are three hoselines for each dispenser.

The three hoses can be used singly or simultaneously, depending on how many planes are being refueled at one time. An inductor provides the suction to "defuel" the planes if necessary. The entire assembly is mounted as a unit on a fabricated steel base.

In the refueling process, the jets are taxied under their own power to the fueling positions in lanes on each side of the fueling station. Then, after the planes are filled, they are towed away from the station. At present, 10 airplanes are fueled and moved away from the five stations every 13 minutes. This rate may be increased with greater pumping capacity.

Television for Jet Planes

Airborne Navymen who are piloting today's highspeed jet planes have a new type of television in their future—one that will replace more than half of the buttons, dials and knobs the present-day pilot must contend with, while cutting pilot error to a minimum.

Flat-plate television, as the new development is called, reduces the pilot's control system to a stick, a



NEW CUTLASS—F7U-3 all-purpose fighter plane has top speed of more than 650 mph, is equipped with folding wings and arresting gear for carrier use.

throttle, six switches and two flat TV tubes. The panel itself consists of nothing more than the two tubes.

One part of the television panel will be a semi-circular plate mounted vertically in front of the pilot. This transparent plate, which would not interfere with the pilot's vision during contact flight, shows altitude, speed and attitude of the plane. Physical features, such as mountains, are shown artificially. From this "TV" the pilot gets necessary information about the three axes of the aircraft: pitch, roll and yaw.

The second instrument, a round plate mounted horizontally inside the cockpit rim, will provide necessary information for navigation and traffic control in a readily assimilated way. Calibrations around the rim of this instrument will show the pilot the number of miles to his base, fuel remaining, and similar factors.

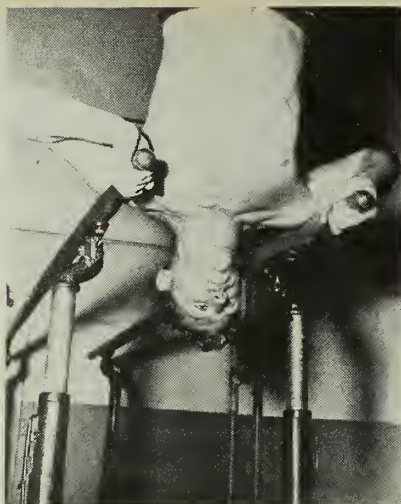
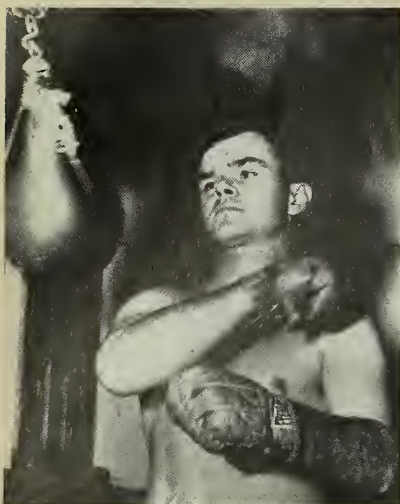
One test model of the new tube is approximately the size and shape of a metropolitan telephone book. It is only three inches in thickness, as compared to the current standard television picture tube which has an average depth of 20 inches, depending upon the area of the screen. The new tube consists of a phosphor screen sandwiched between glass plates, and it functions by electronically exciting certain selected areas or spots on the screen.

One advantage of the new screen is a powerful focusing action, making for high definition and brightness.

Based on research in human engineering, the new TV-panel system is a development of a long-range instrument program of the Office of Naval Research and the Bureau of Aeronautics. The Navy expects the first experimental plane using this system to be flown about 1958.



ELONGATED 'stinger tail' on P2V-5 Neptune is latest thing in ASW weapons. It can seek out enemy subs hundreds of feet beneath the ocean's surface.



GOOD SPORTS AT FASRON 117—John H. Baxley, AN, USN, 1953 14ND middleweight boxing champ, keeps in shape, Center: Upside down sailor is Gerald H. Leasure, AD3, USN. Right: C. R. Green, AEAN, USN, sets volleyball.

Panama Smoke-Eating Champs

Rodman Naval Station in Panama is the possessor of a new and useful "sports" championship. It's the current Inter-Service Firefighting Championship of the Canal Zone.

Five competitive events were held during this year's meet, and the Navy smoke-eaters scored a perfect 500 points. Members of the Navy team were: crew chief Joseph Schroder, BM2, USN; nozzleman James Snyder, SN, USN; driver Donald Olson, FN, USN; plugman Merlin Neumeyer, SN, USN; and hosemen Robert Getchell, FN, USN; and Douglas Bailey, SN, USN.

Army was a close second this year with 494 points while the Air Force, which was the defending champion, finished third, nine points behind Navy.

Spearfishing Derby

The NAS Guantanamo Bay "Denizens of the Deep" won the 'show' position in the Fourth National Spearfishing Derby held at Key West's Pelican Shoals. The Navy teams scored a total of 206½ points in their first test against major competition.

Lieutenant (junior grade) John Kropack and two Navy civilian workers, Ted Ahlberg and Earl Cavanaugh, represented the Gitmo Bay team in the Nationals.

The Navy spearfishing club in Gitmo was organized in 1953. In addition to its weekly expeditions in Cuban waters, the team has competed in derbies in Puerto Rico and Jamaica.

Judo Expert

The art of judo has gotten a boost at NAS Jacksonville, Fla., since James Bryant, AT3, USN, came aboard. He's teaching this form of self-defense to interested personnel on that station.

Bryant first became interested in judo while stationed at NAS Barber's Point, Oahu, T.H. In 1951, he

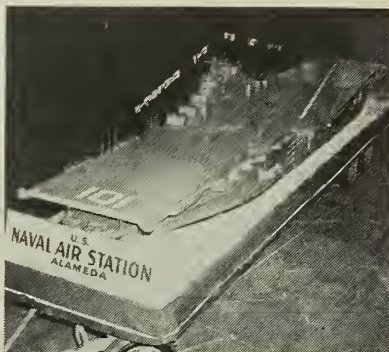
earned his "brown belt" before being transferred to the carrier *uss Princeton* (CVA 37).

Duty in *Princeton* helped Bryant to further his knowledge, especially when his ship was based in Japan. The slender Navyman took every opportunity to learn new tricks and in 1953 earned his "black belt" rating.

USS Alameda, Flatop No. 101, Joins Dry Land Carriers

As crowds cheered and a band played "Anchors Aweigh," the crewmen of the West Coast's first canted deck carrier stood proudly by their stations and *uss Alameda* moved into action—right down the middle of the street!

Unlike the Navy's first canted deck carrier *uss Antietam* (CVS 36), *Alameda* will never put out to sea—she's a parade float attached to NAS Alameda, Calif.



PRIZE WINNING SHIP will never sail the seas. USS *Alameda* is a parade float based at NAS Alameda, Calif.

Alameda is about 40 feet long and is permanently based on a four-wheeled supply trailer which has been lengthened to accommodate the entire float. It is eight feet wide, nine feet high and weighs about 2000 pounds. Also known as "Flat-top No. 101," *Alameda* frequently participates in local parades sponsored by various civic organizations and in its more than seven years of operations has won numerous trophies, awards and prizes. In addition to providing the public with a look at a "modern warship" *Alameda* is also used for recruiting purposes.

Flags and pennants, figurines and miniature planes have been added to make it a full dress ship. Her wooden guns fire puffs of talcum powder at the "enemy" crowds as she steams along the parade route. A public address system enables her "skipper" to address the crowd, or band music to be played.

The original float was designed and built by the U. S. Naval Air Station Public Works Department in 1947.

Far East Golf Champs

The golf team from NAS Atsugi, Japan, is the team to beat this year in its sector. Last year it captured the All-Far-Eastern Navy golf championship as it trounced the golfers from FleActs, Yokosuka, by a 70-stroke margin in the 36-hole medal play tourney. Ed Irwin, champion of the Atsugi spring tourney, led his team to victory as he gained medalist honors with rounds of 81 and 75.

The Atsugi golfers followed up this triumph by winning top honors in the All-Japan Invitational Tournament. Although this 18-hole tourney was played in a driving rainstorm, some good cards were turned in.

These two tourneys closed the NAS Atsugi "Flyers" golf season and left them with the impressive record of 22 victories and only 3 defeats. The outstanding win of the season, so far as the Atsugi golfers are concerned, was their upset victory over the highly-rated Johnston Air Force Base team.

Members of the Atsugi team, besides Ed Irwin and Chaplain Ingvaldstand, are Mickey Conery, Walt Lunn, Frank Mulligan and Jerry Steward.

Giant-Killing LST

The "giant-killing" softball team from *uss LST 803* is training to beat its impressive record of last year. In 1954 it boasted of a number of victories over teams from ships with much larger complements. In one of their recent encounters, the *LST 803* "Seahorses" dropped the softballers from *uss Hornet* (CVA 12) 1-0 in a nine-inning thriller.

This victory brought the Seahorses' season record to 15-2, including victories over such 'giants' as *uss Point Cruz* (CVE 119), *uss Atlas* (ARL 7), *uss Sperry* (AS 12), and *uss Romulus* (ARL 22). The victory over *Santa Cruz* was a 17-inning marathon, with *LST 803* finally winning 7-6.

Howard Caldwell, DC2, USN, has done most of the pitching for the Seahorses and sports 13 victories for the season. Top hitters for the *LST 803* team are Robert Bradley, GM3, USN, .451; Lieutenant (junior grade) Monty Osborn, USN, .360; and Edmund Henry, RMSN, USN, Douglas Gordy, GM3, USN, and Howard Caldwell, DC2, USN, each hitting .333.

SIDELINE STRATEGY

THE "BLUEJAYS" from NAS Whiting Field, Fla., won the Naval Air Basic Training Command basketball championship for the third consecutive year as Bluejay coach Buck Weaver guided his charges to a 28-game undefeated season. This was Weaver's sixth championship team in seven seasons of league competition. Quite a record for a service team with its ever present problem of personnel rotation.

★ ★ ★

The big, new Navy Sports Program is well underway, with basketball and bowling eliminations and finals already completed, and the All-Navy and Inter-Service boxing extravaganzas coming up this month in the San Francisco area. But the big interest in sporting circles about this time of year is baseball. Will Norfolk, SubPac, PhibLant and Far Eastern teams again be top dogs in Navy baseball? Can Cleveland repeat? (Answer: Yes.)

But before getting too far into the season, we should set the record straight. Last year, in the listing of champions of the various districts and river commands, it was stated that the Washington, D. C., Receiving Station won the PRNC-SRNC championship. Not so! The SRNC team from Annapolis, managed by George Freeman, ENC, USN, not only won the river commands title, but swamped the D. C. Receiving

outfit 18-0 in the process of reaching the championship.

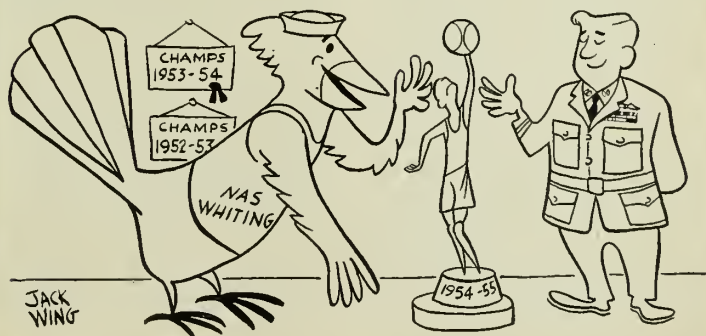
★ ★ ★

Whenever the Navy purchases a new piece of machinery, or authorizes any leisure-time activity for its personnel, one of the prime considerations is the safety of its men. For example, you'd be in for a "chewing out" if your leading P. O. found you using a grinding machine without wearing goggles. You'd not only be violating a standard safety rule, you'd also be running the risk of losing the sight of one or both your eyes. In line with this reasoning about your safety, the Navy passed the rule making it mandatory that all Navy boxers use head protectors in all competition, except Olympic and International events.

The use of head protectors by Navy boxers has been a common practice for quite some time, although it was never actually a rule. But the rule concerning the use of head protectors in boxing didn't come about on the spur of the moment.

The use of this equipment has been under consideration for quite some time, but announcement was held up pending action by the Amateur Athletic Union. At the AAU meeting, however, the mandatory use of head protectors missed approval by one vote. Nevertheless, the Navy required its use by all Navy boxers.

—Rudy C. Garcia, JO1, USN



THE BULLETIN BOARD

Information for Navymen and Dependents Headed for Japan

IF YOU'RE GOING TO DUTY in Japan and want your family along, you'll be interested in this roundup of present conditions and facilities available in the "land of the rising sun." Pamphlets giving more detailed information may be obtained by writing to the Chief of Naval Personnel (Attn: Pers-G212), Navy Department, Washington 25, D. C.

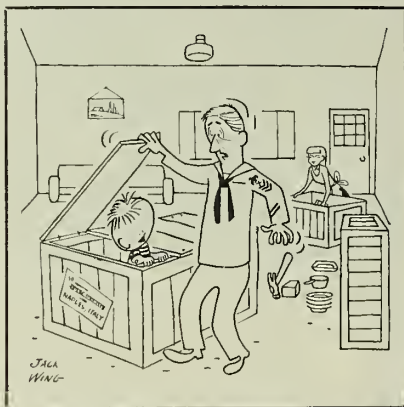
First of all, neither entry clearance for dependents nor housing in Japan will be available until after you have reported to your new duty station. Then the administrative office of the activity to which you are attached will help you with the paper work necessary before your family can board ship for Japan.

The waiting period for transportation is dependent upon the availability of housing and local ground rules established by Commander Naval Forces Far East. Your approved application for transportation for your dependents will be forwarded by ComNavFE to the Commandant, Twelfth Naval District who will make all the arrangements for transportation of your family to Japan. The letter of authorization which will be sent to your family by the District Passenger Transportation Administrator of the Twelfth Naval District will contain all the necessary information required for your family to prepare for their trip.

The same letter will contain helpful information concerning immunization requirements and the proper method of applying for passports. Your family should not endeavor to obtain a passport prior to the receipt of this letter.

Since most naval personnel in Japan are stationed in Yokosuka, near-by Yokohama is the usual port of entry. The Housing Officer at Yokosuka Naval Base will notify you well in advance of your dependents' arrival, and they will be met and accompanied to their quarters.

Now here is a rundown on what you will find already available in Japan, what your dependents should bring with them, and local conditions.



"... An' Daddy . . . I got to ride on a truck an' a train an' a ship!"

• **Housing.** Dependents will first live in a private rental dwelling selected by you, or in interim government housing outside the Yokosuka Naval base. Private rentals offer a wide diversity of types of dwellings: Japanese, semi-Japanese and Western. Each dwelling is government-inspected for sanitary and structural conditions, but heating and certain environmental conditions demand personal adjustment.

Interim housing is controlled by the Commander Naval Forces Far East, and is assigned on a "first-come, first-served" basis. At present, interim housing is being offered in Tokyo or Yokohama.

Permanent government housing is controlled by the Commander Fleet Activities, in Yokosuka. Assignments are made as this housing becomes available, on the basis of bedroom requirements (1, 2, 3 and 4 bedrooms), number on priority list and rank or rate.

• **Schools.** Free elementary school instruction is available at dependent schools in the housing areas. Qualified pupils may enter the Yokosuka Dependent School at any time during the school year, for instruction in the kindergarten to eighth grade levels. Base school buses make regular trips daily to high schools located in Yokohama.

No dependent college system is provided, but local colleges admit students for either part or full time study.

Extension courses are also available.

• **Medical Services.** Available services at Yokosuka Naval Hospital include surgery, pediatrics, obstetrics, optical care and all other fields of medicine. Essential drugs and medicine will be furnished by the hospital, or at the dispensaries located at or near all housing areas. Japanese hospitals are in the immediate areas of private rentals.

• **Miscellaneous.** Japanese servants may be hired at your own expense through the local Labor Office. The prevailing Japanese wage scale usually justifies servant hire, depending upon your particular needs.

Protestant, Catholic and Jewish religious services are available.

Hotels and restaurants, both Japanese and semi-Western, are available in nearly all locations except Yokosuka city. U. S. Forces personnel including dependents are authorized to eat only at restaurants displaying "Grade A" signs. Service club facilities are available for all rates and ranks.

What Your Dependents Should Bring

• **Household Effects.** You will have no special need for furniture since all government quarters have enough for living room, dining room, bedrooms and bath and kitchen. In addition, some furnishings are available for issue to private rentals, although most of these are furnished by the Japanese owners.

Upon request from your dependent, the nearest Naval Supply Officer in the Household Effects Division will furnish a copy of "Household Goods Shipment Information" (NavSandA Publication No. 260), containing all necessary information regarding packing and shipping of effects to Japan. After the effects have arrived the local Household Effects Office will deliver shipment to your new residence when requested.

• **Electrical Apparatus.** Most government quarters in Yokosuka are supplied with 100 volt, 50 cycle and 200 volt, 50 cycle alternating current. Other government quarters usually

can be depended upon for 100 volt, 50 cycle AC, while most private rentals have current which fluctuates from 80 to 100 volts. This fluctuation can damage or cause improper functioning of washing machines, phonographs and other appliances.

Washing machines are not essential since laundry facilities are available and machines are supplied to families with three or more children. Due to the fluctuating voltage, wringer type machines are preferable for use in private rentals.

Television sets are not recommended since there is only one Japanese station functioning and adjustments must be made to make American sets work. Phonographs and radios—particularly transoceanic portables—are recommended. Some types of these may be purchased in the ship's store at reasonable prices.

• **Automobiles.** Autos, and particularly four-door sedans, are recommended. Both gas and repairs are cheap on the base, and most sedans may be sold after the serviceman's tour of duty is ended.

• **Clothing.** Although most items of dependents' wearing apparel may be bought at the ship's store and post exchanges in the area, it is suggested that an adequate supply of different weights of clothing be brought. A light gabardine raincoat, rubbers, sufficient shoes, nylons, and children's clothing are especially recommended.

Navymen wear the winter uniform from 1 November to 1 May, and the summer uniform from 1 June to 1 October. (Uniform is optional during months of May and October.) White cap covers must be worn with winter uniforms during the period to 16 December and after 31 March. Service dress whites are worn at official ceremonies and on social occasions where civilian formal dress is appropriate. Civilian clothing may be worn while in an off-duty status.

Comments from newly-arrived dependents point out that the following items also come in handy: Nursing bottles for children, plenty of children's clothing (especially shoes), baby medicines, seaskick tablets, your own brand of cosmetics, and plenty of ladies' underclothing and teenager's clothing. First-aid kits, warm sleeping clothing, and sewing machine and dress patterns also come in handy.

—Or If You're Going to Malta, Read This

Up-to-date information on life in the Maltese Islands is presented here as part of ALL HANDS' continuing survey of living conditions on the Navy's foreign outposts.

General Information

The Maltese Islands lie in the central Mediterranean, some 60 miles south of Sicily and 180 miles north of the African mainland. Malta, with an area of 95 square miles, is the largest island in the group. Its greatest length from east to west is 17 miles and from north to south the length is nine miles. The island has neither rivers nor forests.

The climate is temperate, with sunshine most of the year; however, there is a rainy season from October

to April with the average annual rainfall amounting to about 20 inches. Snow is unknown, but hail occurs during the winter. Humidity varies from 34 to 95 per cent, while the usual yearly temperatures range from 50 to 85 degrees. The lowest temperatures occur in January and the highest in August. Malta is one of the healthiest spots in the "Med" and is remarkably free from dangerous contagious diseases.

Malta is densely populated, with the most recent census (1948) showing a population of 306,000 and an increase rate of 8000 a year. Maltese and English are the official languages, but Italian and French are spoken in most of the towns and larger vil-

HOW DID IT START

Sounding

When and where the act of measuring the depth of water got the name of "sounding" is lost in antiquity, but it is safe to assume that when the name was tagged on the act no one ever thought that in time it would be a perfect description of the methods now in use.

Modern day seafarers seldom use anything except a sonic depth finder or fathometer to measure the depth of the ocean. Both of these contraptions operate on the same basic principle, that of sending a sound to the bottom, waiting for it to return and then measuring the time it took to make the trip. The machine then computes this against the speed of sound and pin-points the depth at the ocean at any one spot. Sounding seems a perfect descriptive title for either method.

However, it hasn't always been that way. For many years mariners had to rely on much different methods. For shallow waters they used a hand lead, and in any water less than 15 fathoms deep this method was as good as the man in the chains.

Soundings were taken while the vessel had headway with the leadman in the forward chains. He would heave the lead forward and, as the vessel moved on, get the exact depth as the line became perpendicular. A good leadsmen in sufficiently high chains could get accurate soundings at speeds up to 12 knots. This method is still used in inland waterways.

For soundings in deeper waters the Deep-Sea (pronounced dipsey) lead was the forerunner of today's fathometer. The lead in



that case weighed anywhere from 30 to 100 pounds and was attached to a line correspondingly heavy.

To obtain a sounding with the "dipsey" a boatswain's mate would take the lead to the forecabin while the line was stretched aft. At regular intervals along the coil a man would be stationed. Each man had half of the line.

When all was set, the boatswain's mate would throw the lead free of the ship, which was stopped or nearly so, and would sing out "Watch-ha, watch." Each man in turn waited till he felt the weight of the lead, payed out his line and then sang out the same as the boatswain. When one man failed to feel the weight of the lead he quickly read the marks on the line and they had the approximate depth of the water.

lages. Malta is a colony of the British Empire.

Living Conditions

A study of the information below will give you a pretty fair idea of the conditions you will find on Malta, as well as an idea of what household goods, clothing and other gear you should — or should not — bring with you.

• **Housing** — There is no government housing available, but you will find ample commercial housing in all parts of the island. Most apartments and villas are furnished, with rental prices respectively in the \$34-\$45 and \$56-\$98 brackets. As a rule, furnished rental quarters will contain sufficient dishes and cooking utensils to get by with until your own arrive. However, you will have to bring your own blankets and bed linens, plus such small household effects as bath mats.

Unfurnished housing is rare, and hot water is frequently lacking even in the furnished houses. However, you can usually arrange with your landlord for the installation of a gas-operated hot water heater.

• **Household Effects** — It is not advisable to ship either rugs or carpets for use in Malta housing (although the stone-tiled floors do get cold in the winter) since the combination of rough stone and dampness will damage them. Small cotton rugs may be used, however. Electrical appliances other than small lamps are not advisable, the local current being 220 volts, 100 cycles — and rather expensive. By 1957 the electrical system will be converted to 220 volts at 50 cycles and, by use of transformers, U. S. electrical appliances may be used. You might contact your new command on this question before bringing electrical appliances. Most families have either bought or rented kerosene refrigerators, costing anywhere from \$148 to \$330. Most homes on Malta are constructed without heating systems. Since the only practical local heating fuel is kerosene, it is advisable to bring as a part of normal household furniture one or two vented (stovepipe) kerosene heaters of approximately 30,000 BTU output.

• **Food** — Fresh beef is abundant. Fresh milk is available at all times. Fresh fruits and vegetables are reasonable when in season and are also

available most of the year. A limited selection of British-made baby foods may be bought on the island. A pressure cooker will come in handy.

• **Medical Attention** — Limited medical treatment is available for dependents at sick bay. Local Maltese or English hospitals are available for cases requiring hospitalization, and the U. S. Naval Infirmary in Naples is available when necessary. All dental cases must be taken care of before embarkation.

• **Schools** — There are many schools around the island, varying from local government institutions to private schools. All schools are taught in accordance with the British system, and are run in forms rather than grades. From the age of 11 all boys attend what are termed as "colleges." A small school has been started for dependents too old for lower forms and too young for the "colleges." Most of the children have not lost any time in school while there, and reports from the States indicate that they all have been up in their grades upon returning to Stateside schools. The local school year runs from October to July.

• **Religious Services** — There are ten Anglican churches, a Church of Scotland, an Episcopal and a Methodist church. Also, there are over 300 Roman Catholic churches on the Maltese Islands, with two of them holding at least one service in English.

• **Servants** — Maltese servants are available at all times for all families. They work for an average of \$5 to \$6 per week.

• **Money** — Military scrip is the official currency at the military base, while Maltese pounds are used in

civilian establishments on the island. U. S. currency and scrip may be exchanged for pounds on the base at the rate of \$2.80 per pound. You should arrange for a checking or savings account at a local bank in the States before embarking for Malta. Money orders are available there.

• **Private Autos** — Before making plans to ship your own auto to Malta, you'd better take into consideration the fact that shipment from Naples to Malta will cost about \$160, and that the local customs charge for bringing autos on the island averages approximately \$500, depending on the accessories, body style, mileage and year of make. This customs fee will be returned when the auto is taken off the island.

Buses are available to almost every point on the island, and autos may be rented for about \$70 a month or \$3 a day. If you bring a car it is advisable to bring an older model with a low compression ratio (less than 7.0 to 1), since over-all import and customs charges will be less. Having your own transportation is important since the areas where most families live are eight to 10 miles from the duty station and the commercial bus service is very unreliable.

American-made auto parts are scarce and expensive, so if you bring your own car be sure it's in good working condition.

Gasoline available on Malta costs about \$.43 a gallon and is of inferior quality. Licenses run about \$34 a year and annual insurance costs are approximately \$60.

• **Recreation** — Malta affords many fine beaches and there is swimming from the first of May through September. Skin diving is popular and sailboats may be rented. There are several tennis courts and a golf course which is in best playing condition from November through April. The Malta Gun Club affords year-round skeet and trap shooting.

• **Clothing** — It is advisable to bring along — or have mailed to you — catalogs from a couple of the big Stateside mail order houses, since the shoes and clothing available on the island are of inferior workmanship and expensive. Catalogs will also be invaluable in obtaining such items as cosmetics, bobby pins, curlers and baby items.

Both winter and summer clothing,



"Ho-o-o-ney-y! . . . I can't find those six copies of my orders for shipping the household goods!"

including raincoats, hats and over-shoes, will be needed for all members of the family. Most housing is poorly heated during the winter so an ample supply of warm clothing, pajamas, underwear, etc., is particularly necessary for children.

Navy uniforms, both blue and white, are necessary for inspection and formal wear. Washable khaki is the work uniform during summer months, so a good supply is desirable.

Aviation greens are used during the winter, and raincoats are necessary during the same months. Civilian clothing is desirable, since most officers and men wear "civvies" for shore leave and liberty. Officers will find that most social functions are formal, requiring either a dress uniform or a tuxedo. A hand-tailored "tux" may be bought in Malta for around \$45.

Womens' apparel follows the usual light-and-heavy lines suitable for both winter and summer weather—with a few exceptions. Strapless cottons are forbidden for street wear, and your arms must be covered below the elbow for church.

Two-piece bathing suits are outlawed on Malta, so they cannot be worn on any beach. Shorts and halters may be worn in your own house and garden, but they are not allowed in public places. Pedal pushers, slacks and sweaters may be worn, and it is advisable to bring a good supply of lingerie. Ballerina length cocktail dresses for both summer and winter are also worn. Women who sew should bring along any patterns they have on hand. There are many sewing machines for rent on the island and a good selection of material is available.

Revised Ordnance and Gunnery Course Is Now Available

The Officer Correspondence Course in Naval Ordnance and Gunnery offered by the Correspondence Course Center has been completely revised and applications are now being accepted.

The new course, Naval Ordnance and Gunnery, NavPers 10922-A, is based on the recent revision of the old text, NavPers 16116-B. The course consists of 16 assignments presented in two parts: Part I—Ord-

WAY BACK WHEN

Lumberjack Navy

One of the earliest naval battles in the American colonies—an engagement which has been called the "Lexington of the sea"—was the first sea victory for a brawny Maine lumberjack, Jeremiah O'Brien, who went on to become captain in the Massachusetts State Marine and a successful privateer. The time was June 1775; the place was the harbor of Mochias, Moine, a small lumber town.

The armed British cutter *Margaretta* and two sloops arrived at Mochias on 2 Jun 1775, seeking to trade badly needed food for lumber to be used in the defense of British-held Boston. However, the townspeople decided not to grant the request for lumber—until the British Lieutenant Moore brought his guns to bear on the village.

As a result of this threat the lumber sloops were allowed to moor and distribute provisions to those who had signed a petition circulated by the British. Some of the colonists who had refused to sign the petition were enraged by this act, especially since the British quest for particular types of lumber confirmed vague rumors of the Battle of Lexington which had reached the isolated village. Moore added fuel to the discontent rampant among the villagers by demanding removal of a Liberty Pole—a demand which the town meeting voted to ignore.

Later, spotting armed men near the village, the British lieutenant warned that he would burn Mochias if the villagers persisted in their hostile demonstrations. He then took *Margaretta* downstream to a safer anchorage. The stalwart Moine men—with O'Brien at the head of one group—immediately seized the British lumber sloops. By the morning of 12 June, O'Brien and his men had loaded the sloop *Unity* and set off after the British cutter, anchored in a small bay near the confluence of two streams.

Although they had only small arms and a few pitchforks and scythes to match against the Britisher's four three-pounders

and 14 swivels, *Unity* and her sister sloop were eager for a fight. Sighting the Americans, who were busy building bulworks of lumber around *Unity's* decks to protect themselves from *Margaretta's* bigger guns, Moore weighed anchor to avoid a collision. With the Americans going on him, Moore opened fire. One of his shots killed a "lumberjack seaman."

Irote Yonkees brought their "popguns" to bear, killing the English steersman and clearing *Margaretta's* poop of men. Moore, making a brave stand on his quarterdeck, was hit in the chest by a brood of musket balls. Then O'Brien and his men boarded *Margaretta* and took command. Down came King George's flag and up went a strange new one, a white flag on which a green pine tree stood above the legend, "An Appeal to Heaven."

For this brilliant affair the Colonial Council tendered O'Brien a vote of thanks and gave him custody of his prizes. The intrepid lumberjack transferred *Margaretta's* guns to *Unity* and embarked on a privateering career which brought him a captaincy in the Massachusetts State Marine—and eventually led to his capture by the British. By the time he won his way back to the Colonies the revolution had ended in victory for his compatriots.



nance and Gunnery; and Part II—Principles of Fire Control. Part I (seven assignments) is now available and Part II (nine assignments) will be forwarded to enrolled students when received from the printer.

Completion of both parts of the new course provides exemption from promotion examination in this subject for certain officers of the Regular Navy.

For Naval Reserve officers, the new course is evaluated at 36 points,

divided into three 12-point units consisting of assignments 1 through 6, 7 through 11 and 12 through 16. Reservists who previously completed the earlier course (NavPers 10922) may take this new revised course for credit.

Applications for enrollment should be made on NavPers form 992, forwarded via official channels to the Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, N. Y.

Where to Go to Find Out What You Want to Know — in a Hurry

SEVERAL TIMES A MONTH — sometimes oftener — every Navyman has a question to ask that concerns some aspect of his career. Maybe it concerns promotion, sea/shore rotation, retirement, transfer, change of rate, or similar subjects. It might have to do with uniforms, or medals, leave, liberty—or methods and procedures.

When these questions come up you want an answer *quickly*. Chances are, if you know where to look, you'll be able to get the answer in short order, and without going any further than your ship's office.

Each month BuPers and ALL HANDS receive many inquiries of this nature, and an analysis of the questions asked shows that a large portion of them concern administrative policy and procedures which could have been answered without moving from your ship—right in your own personnel office. We're glad to answer your questions when we can, but in most cases it takes longer all the way around, involving time out for letter-writing and handling by several people—including yourself.

Here's the word on how you can find most of the answers to your own questions. And you'll save yourself time and trouble. If you hit a snag we'll be happy to help.

The Personnel Office, depending on its size, will have copies of the following important Navy publications:

BuPers Manual

Navy Regulations

Uniform Regulations

Manual of Qualifications for Advancement in Rating

Manual for Courts-Martial, United States, 1951; Naval Supplement to the Manual for Courts-Martial, United States 1951; Court Martial Reports

Navy Filing Manual

Navy Correspondence Manual

Standard Navy Distribution List

The disbursing officer will have custody of the *BuSanda Manual*, *U. S. Navy Travel Instructions*, *Official Tables of Distances* and the *Catalog of Navy Material*.

Each individual department office in turn has publications which assist in the operation of that particular department. For example, on board



"If the men back on the sub could only see me now!"

ship, the engineering department would obtain much of its information from the *BuShips Manual*.

Below is a list of the references used to answer many of your questions:

- **U. S. Navy Regulations** sets forth the principles and policies by which the Navy is governed. It contains 21 chapters, a table of contents, an alphabetical index, and Navy Department General Orders (Series of 1948). The other Navy publications elaborate in more detail on the material contained in this publication.

- **Navy Department General Orders** (Series of 1948) is a supplement to *U. S. Navy Regulations* and includes all orders relating to special ceremonies, commendations, organization, budget and appropriations, presidential executive orders, and similar matters pertaining to the naval service.

- **Bureau manuals** contain instructions relating to matters coming under the cognizance of the bureaus by which they are issued.

- **BuPers Manual** contains instructions governing the various phases of Navy personnel administration. It is divided into six parts:

Part A—Organization, Plans and Control.

Part B—Correspondence, Post Offices, Records and Reports.

Part C—Administrative Regulations and Procedures.

Part D—Training and Education.

Part H—Instructions relating to the Naval Reserve.

Index.

Each part of BuPers Manual is divided into chapters and the chapters

into articles. Articles are numbered with numerals (usually four) preceded by the letter indicating the part. The first digit indicates the chapter, the second digit refers to the section of the chapter (if sectioned). The last two digits indicate the article. Example: Article C-5210 indicates the tenth article of the second section of the fifth chapter of Part C—Administrative Regulations and Procedures.

- **BuPers Instructions and Notices** are directives issued by the Chief of Naval Personnel and contain the policy and procedure concerning the administration of naval personnel.

Instructions are defined as directives "which contain information of a continuing nature." An instruction has permanent reference value and is effective until it is superseded or canceled.

Notices are directives of "one-time nature, and contain information or require action which can be completed immediately." A notice does not have permanent reference value and will, therefore, contain provisions for its cancellation.

The instructions and notices are broken down into 13 major subject groups:

1000-1999 Naval Personnel

2000-2999 Communications

3000-3999 Operations and Readiness

4000-4999 Logistics

5000-5999 General Administration

6000-6999 Medicine and Dentistry

7000-7999 Budget and Fiscal

8000-8999 Ordnance Material

9000-9999 Ships Material

10000-10999 General Material

11000-11999 Shore Establishment Facilities and Activities

NAVAEROO-50 Aeronautical Material

CP2-275 Civilian Personnel

In turn each of these subject groups is expanded into subject classifications. For example, the major subject group, Naval Personnel, is broken up into ten classifications:

If you're looking for *General* information, you'll find it listed from 1000 to 1099. *Recruiting* is covered in 1100 to 1199. The next hundred numbers are for *Classification* and

Designation. If you're interested in *Assignment and Distribution*, you'll check the 1300 to 1399 group. The all-important *Advancement and Promotion* section is from 1400 to 1499. And so on down the list it goes, through *Training and Education*, *Performance and Discipline*, *Morale and Welfare*, *Retirement*, and *Separation*.

Let's say that you planned to change your rate from YN3 to JO3. Where would you look to find your authority. First you would go to *BuPers Manual*, which contains the basic material. If this did not contain the information you wanted you would go to *BuPers Instructions and Notices*. In this case you would look at your list of major subject groups and decide which one contains the material you need. This would be *Naval Personnel (1000-1999)*. Under this subject you would find the classification, *Advancement and Promotion (1400-1499)*. Under this classification would be *BuPers Notice 1440* entitled, "Changes in Rate or Rating for Enlisted Personnel." There is your authority on which to base your request for a change in rate or rating.

• **Joint Travel Regulations, 1951** is a publication of and for the uniformed services which explains the laws and regulations concerning travel and station allowances. It sets forth the manner in which transportation is furnished, travel of dependents, transportation of household goods, reimbursement for travel expenses, etc.

• **U. S. Navy Travel Instructions** issues instructions relative to the travel of personnel of the Navy in their performance of duty or in connection with changes in duty stations.

• **Navy and Marine Corps Awards Manual** provides information pertaining to awards, personal decorations, medals, campaigns and service medals, foreign awards, etc. It contains eligibility lists of all ships, units, service groups, divisions and squadrons for certain awards.

It is divided into six parts: Personal Decorations; Unit Awards; Special and Commemorative Medals; Campaign and Service Medals; Foreign Awards; and Other Federal Decorations.

For unofficial information — re-

Onetime Recruit Is Back in Boot Camp—But It's Different

"Boy, if I were in charge of this outfit there'd sure be some changes made!" Gripes like that are common after a hard day in "boot camp," but most men never get a chance to make the changes they consider desirable.

The case of David S. Lockwood is different, however. A Michigan boy who left Kalamazoo in 1925 for the same San Diego "boot training" which thousands of men have undergone since, Lockwood has finally come full circle. After 29 years he has returned to San Diego's Naval Training Center—as Brigade Commander, overseeing the training center he attended as a recruit.

Lockwood, now a lieutenant commander, worked his way up "through the ranks" to the old rating of chief signalman before he was appointed a warrant boatswain in May 1942. Within the year he was also appointed to

the temporary ranks of ensign and lieutenant. He was appointed to the temporary rank of lieutenant commander in July 1949, and has been selected for promotion to commander.

During his 29 years of service LCDR Lockwood has seen service in such varied billets as *uss New Mexico* and as head of the Navigation Department at the Newport, R. I. Officer Candidate School. During World War II he served first in the Atlantic Theater, participating in the Sicily, Anzio and Normandy invasions. With LST Flotilla One he hit the beach with the first wave of the Normandy D-Day assault. Later LCDR Lockwood was shifted to the Pacific area as executive officer of *uss Grimes (APA 172)*, an attack transport, and remained in that post until VJ Day. He was assigned to OCS Newport just before assuming his present duties.

liable, but not the basis for action—ALL HANDS is your up-to-date source. Each new development, as it occurs, is reported in unofficial language.

Five New Correspondence Courses Join List of Study Aids for Enlisted Men

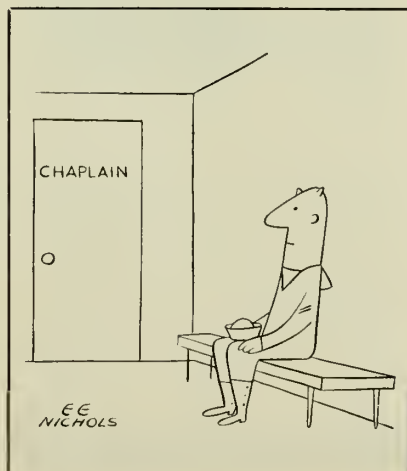
Five new Enlisted Correspondence Courses are now available to all enlisted personnel on active or inactive duty.

Aviation Boatswain's Mate, Vol. 1 (NavPers 91654-1) is applicable to Navymen with the ratings of AB, ABG, ABU; *Aviation Electrician's Mate*, Vol. 2 (NavPers 91611-1) is applicable to AE, AEI and AEM; *Damage Controlman 1* (NavPers 91545-1) to DC, DCA, DCG, DCP, DCW and PM; *Storekeeper 2* (NavPers 91431-2) is applicable to SK, SKG and SKT; and *Fire Control Technician 1*, Vol. 1 (NavPers 91331) is applicable to FT, FTA, FTM and FTU.

These courses may be used to study for the rates indicated and also may be substituted for completion of a Navy Training Course.

Men desiring to take any of these courses should see their division officer or education officer and ask for an Enlisted Correspondence Course Application (NavPers 977). Inactive Reservists should request the application form from their naval district commandant or Naval Reserve Training Center.

All applications should be sent to the U. S. Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base, Brooklyn 1, N. Y., via your commanding officer.



Examinations or Study Courses Are Promotion Requirement for Active Duty Reserve Officers

Naval Reserve officers on active duty must now take an examination or substitute various study courses before being promoted while their counterparts in the inactive Reserve will have to complete a prescribed number of correspondence courses appropriate to their grade and category.

Only exception to the above provisions are officers selected for promotion to the grade of rear admiral and officers becoming eligible for promotion to the grade of lieutenant junior grade. These officers will be examined on their records only.

It has also been announced that a study plan for temporary officers, USN(T), has been outlined which will help the temporary officers keep pace with others of their grade. While it is not necessary for temporary officers to take an examination they are urged to maintain their professional fitness by completing the prescribed correspondence courses.

These new developments fall in line with the earlier announced program established for officers of the Regular Navy. (See ALL HANDS, September 1954, page 45.)

It is also expected that professional requirements for the four grades of warrant officer and methods of examination for them will be the subject of a future BuPers Instruction.

Officers of the Medical Corps, Dental Corps, Medical Service Corps and Nurse Corps are not, at present, included in this new program. However, BuMed is in the process of drawing up the professional requirements for these officers.

As it now stands all USN and USNR officers on active duty, who are not otherwise exempted, will be examined before promotion in three broad fields: executive, operations and technical.

Generally, the executive part of the examinations will be the same for all officers while the operations and technical portions will vary for the different categories of officers.

Each area of examination is fur-

ther broken down into various subjects, designed to stimulate the professional growth of officers. However, to prevent placing an undue load on those groups who will be selected for promotion in the next few years, the examinations will be "phased in" with the number of subjects required of each officer growing annually until the plan is in full operation.

In almost every case, officers may be exempted from taking the examinations provided they have bona fide written evidence of completion of a course of study prescribed in the field in which they claim exemption. This may be either a course of study at a school or an acknowledged correspondence course.

Full lists of the courses which give exemption are included as enclosures in the BuPers instructions dealing with the particular category of officers.

Under the new plan both USN and USNR officers on active duty must meet the following requirements before being promoted:

- Must be selected by a selection board.
- Must be found physically qualified by a formal Navy board of medical examiners.
- Must be found mentally, morally and professionally qualified by a naval examining board.

Reserve officers can find full details of the professional fitness requirements for promotion in BuPers Inst. 1416.4 and the study plan outline for temporary officers is in BuPers Inst. 1416.3.

Reserve Line, Staff Officers Selected for Regular Navy

A total of 155 lieutenants, lieutenants (junior grade) and ensigns of the Naval Reserve line and staff corps have been selected for permanent appointment in the Regular Navy.

A breakdown by categories of those officers who have been recommended for permanent USN appointments are: 72 General Line; 18 Line Aviation; 1 Medical Corps; 21 Supply Corps; 7 Chaplain Corps; 5 Civil Engineer Corps; 5 Medical Service Corps; and 26 Nurse Corps.

WHAT'S IN A NAME

The Brig

To the modern day sailor a brig is a place to stay clear of but it hasn't always been that way. Back in olden days brig duty was choice duty but the meaning of the word was far different from what it is today.

"Brig" was originally a term for a fast sailing vessel used by pirates in the Mediterranean. The word itself was a contraction of the older word "Brigantine" or "Brigandine," meaning robber or brigand. However, by the latter part of the 18th century it had become generally used as a name for two-masted, square-rigged sailing vessels.

Credit for the current use of the term "brig" has been given by many to an incident that took place in the days when Admiral Nelson was the leading light in the British Navy.

During one of his many victorious battles an unusual number of prisoners were taken. The problem of what to do with so many of them soon grew to immense proportions. A fighting ship is hardly fitted to handle prisoners during the heat of battle so Lord Nelson, it is said, figured out a means of relieving his ships of their prisoners.

A small brig was sent around the fleet



and all prisoners were loaded aboard. Thus, they wouldn't get in the way of the fighting, and a small number of British sailors could stand watch over them to make sure that they wouldn't escape and return to action with the enemy.

From that time on Lord Nelson's sailors associated that vessel with prisoners and soon the name "brig" became the sailor's universal slang for jail.

Summary of New Legislation of Interest to Naval Personnel

HERE ARE THE HIGHLIGHTS of legislation introduced in the 84th Congress of interest to naval personnel.

This summary includes those bills which have been introduced, those on which hearings are being held, and those on which action has been taken. Future summaries will contain additional information concerning new items as well as changes in status of bills reported or introduced.

The previous ALL HANDS legislative roundup appeared on pages 48-49 of the October 1954 issue, in which final action of the 83rd Congress was described.

Military Pay Raise—H. R. 2607 and S. 936: Provides incentives by increasing military pay and allowances. Hearings were begun on H. R. 2607 by a subcommittee of the House Armed Services Committee.

UMTS—H. R. 3005: Would extend effective time of induction by draft to 1 Jul 1959 and would also extend the Dependents' Assistance Act. Passed by House of Representatives.

National Reserve Plan—H. R. 2967: Provides for the training and organization of Reserves. Hearings were begun by a subcommittee of the House Armed Services Committee.

The following bills were introduced and, at the time of this writing, no further action had taken place:

Dependents—H. R. 2685 and S. 939: Would provide medical care for dependents of members of the Armed Forces.

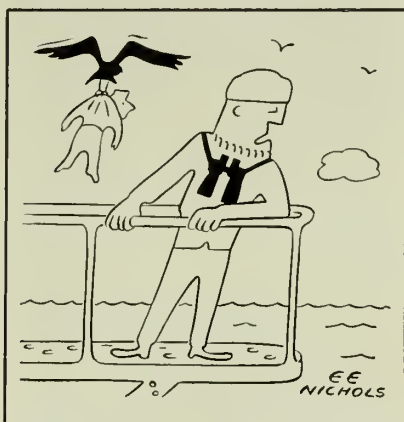
Servicemen's Readjustment Act—H. R. 2209: Amends Section 300 to deny veterans' benefits to personnel discharged under any type court-martial.

Quarters—H. R. 620: Authorizes renting of substandard quarters without loss of basic allowance.

Reserves—H. R. 2035 and S. 801: Provides for crediting of certain service toward retirement of Reserve personnel.

Transportation—H. R. 2121 and S. 796: Authorizes expenditure for return of household goods and personal effects despite weight limitations.

NSLI—H. R. 1842: Provides amend-



"And don't believe that scuttlebutt about big birds!"

ment to authorize waiver of premium in certain instances.

Claims—H. R. 3558: To exclude permanently claims arising out of combatant activities of the armed forces.

Academies—H. R. 2213: Amends section 202(a) of Career Compensation Act to allow credit (for pay purposes) of the service of cadets and midshipmen.

Advance Pay—H. R. 2214 and S. 804: Also amends the Career Compensation Act, Section 201(e), to provide for advance payments of certain pay and allowances for their return home to members of the uniformed services who are released, without regard to actual performance of travel.

Philippine Citizens—H. R. 2220: Clarifies the status of Philippine citizens who have served in the armed forces.

Midshipmen Pay—H. R. 2219 and S. 781: Amends section 508 of Career Compensation Act to increase the pay of cadets and midshipmen.

Absentee Voting—H. R. 3406: Revises law relating to absentee voting.

Permanent Appointments—H. R. 2109: Concerns Navy and Marine Corps Integration Act.

Retirement, Officers—H. R. 2827: Provides equitable adjustment for retirement pay of naval and Marine Corps officers commissioned from enlisted ranks.

Retirement, Enlisted—H. R. 2561: Provides that Regular enlisted personnel serving under temporary ap-

pointments as commissioned officers in the Navy or Marine Corps shall be considered officers of the Regular Navy or Marine Corps.

Retainer Pay—H. R. 2148: Removes statute of limitations on filing of claims.

Enlisted Personnel—H. R. 2106 and S. 799: Provides that enlistment contracts or periods of obligated service shall not terminate by reason of appointment to military academies or as Reserve midshipmen.

Transportation by Trailer—H. R. 3827: Amends section 303(c) of Career Compensation Act to authorize transportation, reimbursement or allowance for trailer transportation.

Olympic Games—H. R. 3014 and S. 829: Authorizes personnel to train for, attend and participate in international sports events.

Retirement Review—H. R. 547: Would amend section 302 of the Serviceman's Readjustment Act.

Dual Compensation—H. R. 487: Increases to \$6000 the amount of retired and civilian pay for certain officers retired for physical disability incurred in line of duty.

New Course Is Based On Public Information Manual

A new officer correspondence course, Navy Public Information (NavPers 10720) is now available at the Naval Correspondence Course Center. Based on the *U. S. Navy Public Information Manual*, this course explains the public information mission of the Navy and how that mission is accomplished. The course consists of six assignments and is evaluated at 12 Naval Reserve promotion and retirement points.

Completion of this course provides exemption from promotion examination in this subject for certain officers of the Regular Navy. This course is also included for certain Naval Reserve officers in the Reserve promotion plan which becomes effective on 1 Jul 1955.

Application for enrollment should be made on form NavPers 992 forwarded via official channels to the Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, New York.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands. NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Note: The following summary includes those directives that could not be covered in the special March issue of ALL HANDS (dealing with rights and benefits) as well as directives published in the last month.

Alnavs

No. 1 — Stated that property, including wages, of all members of the armed forces will be subject to levy by the Bureau of Internal Revenue for any delinquent Federal taxes.

No. 2—Authorized commanding officers to discharge up to one year in advance of normal expiration of enlistment date personnel who wish early discharge for the purpose of immediate reenlistment for periods of four or six years.

No. 3—Stated that waivers of service, active duty and age requirements may be requested in connection with Regular Navy officer augmentation program.

No. 4—Announced the convening of line selection boards to recommend lieutenants (junior grade) who are men of the Regular Navy and Naval Reserve on active duty, for temporary promotion to lieutenant.

No. 5—Designated midnight, 31 Jan 1955, as the termination date of combatant activities in Korea and adjacent waters, for purposes of Federal income tax purposes, mustering out pay, and entitlement to veterans' benefits made available under the Korean GI Bill.

No. 6—Announced Department of Defense policy concerning mail to and from Army, Navy and Air Force post offices.

No. 7—Announced certain details of Internal Revenue Code of 1954,

which may be applicable to naval personnel.

No. 8—Requested nominations to the Chief of Naval Personnel containing the name, rate and service number of personnel qualified for duty with the U. S. Antarctic Expedition 1955-56.

No. 9—Stated that civilians traveling under military cognizance, must have successful smallpox vaccination after 1 Jan 1955 for travel involving France.

No. 10—Announced Change No. 2 to the *Brig Manual* (NavPers 15825).

BuPers Instructions

No. 1120.14A—Invites applications from certain former naval aviation cadets for appointment in the line of the Regular Navy.

No. 1306.24A—Sets forth the procedures for transfer and assignment of enlisted personnel for humanitarian or hardship reasons.

No. 1416.2—Provides general information and instructions for the examination of officers for promotion pursuant to the Officer Personnel Act of 1947 or the Women's Armed Services Integration Act of 1948.

No. 1416.3—Sets forth a study plan for the guidance of temporary officers in their selection of specified courses of study which will prepare them for the responsibilities of higher grades.

No. 1416.4—Sets forth a plan for the determination of professional fitness for promotion of Naval Reserve officers by means of written examinations or completion of specified courses of instruction instead of examinations.

No. 1626.3A—Announces the policy regarding notification to parents,

spouses or guardians of enlisted personnel to be tried on serious charges or who are to be involuntarily discharged before the expiration of their enlistment.

No. 1700.6—Suggests that commanding officers establish informational programs within their individual commands designed to assist the families of career naval personnel to cope with problems and questions incident to military service.

No. 5511.4A—Concerns the provisions to be taken for safeguarding unclassified personnel test materials, which require protection as official Navy Department information. This instruction does not cover service wide advancement-in-rating examinations.

BuPers Notices

No. 1001 (31 Dec 54)—Invited applications from active duty Naval Reserve officers for consideration and assignment to active duty in connection with the TAR program and announces Change No. 1 to BuPers Inst. 1001.10A.

No. 1020 (27 Jan 1955)—Announces Change No. 2 to BuPers Inst. 1020.4, and provides for a change in issue to enlisted personnel (other than Chief Petty Officers) in a pay status in pay units of the Naval Reserve.

No. 1120 (7 Jan 1955)—Invited applications from Naval Reserve officers for active duty agreements in accordance with the provisions of BuPers Inst. 1120.22.

No. 1133 (1 Feb 1955)—Announced Change No. 1 to BuPers Inst. 1133.1B, which is concerned with procedures for effecting reenlistment and voluntary extension of enlistment of enlisted personnel of the Regular Navy, and the Naval Reserve serving on active duty.

No. 1220 (29 Dec 1954)—Modifies qualifications for designation of enlisted personnel as combat aircrewmen.

No. 1306 (27 Jan 1955)—Announces Change No. 1 to BuPers Inst. 1306.23B so that it may correspond with current directives issued by the Chief of Naval Operations.

No. 1416 (17 Jan 1955)—Provides instructions for the examination of officers selected for promotion in fiscal 1955 from lieutenant (junior grade) to lieutenant.

No. 1520 (4 Feb 1955)—Invites



"Here's a note from my mother explaining why I'm three weeks late from boot leave."

applications from Supply Corps officers for assignment to the Freight Transportation and Traffic Management Course at the U. S. Naval School, NSC, Oakland, Calif., for the 3 Oct 1955 to 22 Jun 1956 session.

No. 1560 (4 Jan 1955) — Announces the deletion of all textual materials in the Navy Life Series from the Navy's basic education pro-

gram and the redesignation of USAFI materials now marked "Confidential."

No. 1626 (2 Feb. 1955) — Announces Change No. 2 to BuPers Inst. 1626.10 which deals with administration of offenses involving unauthorized absence of enlisted personnel, and disposition of personnel upon completion of disciplinary action.

No. 1640 (9 Feb 1955) — An-

nounces Change No. 1 to BuPers Inst. 1640.3, concerning the designation of places of confinement for courts-martial prisoners.

No. 1650 (28 Jan 1955) — Promulgates the names of ships and units which were recently awarded the Presidential Unit Citation and Navy Unit Commendation by the SecNav.

No. 1700 (19 Jan 1955) — An-

If You're Looking for a Bargain, You'll Buy This

This article, which appeared in ComPhibPac's "The Amphibian," is based on information gathered by the writer, Chester Miller, YN1, USN, while he served as a legal yeoman over a period of 42 months. His advice makes sense to ALL HANDS, and is being passed on to all hands. —Ed.

Looking for a bargain? Would you like to trade your car for \$500 more than its worth? How about a brand-new sewing machine for \$29.95 for your wife?

Don't be a sucker, sailor. Don't fall for such obviously phony advertising. Your common sense will tell you that you can't get something for nothing—not even worthless merchandise. Unscrupulous agents and salesmen today will try to put that impression in your mind unless you are careful to "look before you leap."

Many citizens, including Navy-men, have been and are being victimized by these dishonest sales people and shady advertising practices. Young married men in the Navy, and especially men in the lower pay grades—those needing to stretch their dollars—are most susceptible to these selling shenanigans. But everybody is a bargain hunter, and it's quite likely you too, could get tricked into one of these "deals."

You read in the newspapers or hear on the radio of "big bargains" being offered. This is what I've been waiting for, you say to yourself. You call or go to the store and what do you find?

"We're very sorry, but the car mentioned in the ad has been sold," or "The ad was a mistake, however, we do have . . ."

Obviously, the ad or radio commercial was just a "come-on." Now that you are in the salesman's lair

the real sales pitch begins.

Take the case of the two seamen who noticed an ad in the newspaper, offering a 1951 convertible. The car had been repossessed from the original owner, the ad stated, and was being 'sacrificed' at only \$995.

Arriving at the car lot, the sailors discovered that the price had been "misquoted" and that the actual cost of the car was \$1295.

"We didn't intend to pay cash for it, we only wanted to put \$200 as a down payment," says Joe.

"If that's all that's bothering you, your troubles are over," declares the salesmen ever so smoothly. "How about weekly payments of \$20 to complete the bill?" adds the salesman, as he brings forth a simple contract to be signed.

A very easy and friendly transaction. But as the initial thrill disappears, the two sailors check their original contract and find that several typewritten clauses have added extra fees, insurance and finance charges. This raises the price of the car to a whopping \$1675!

The plight of the two seamen continues to get worse. Soon the car needs repairs, but the 'easy' \$20 a week payments are eating up nearly all their income. Then, to complicate matters further, one of the pair gets transferred. Only \$600 of the payment has been met.

Problems continue to mount for the hapless seaman stuck with the car. Finally, in a show of his 'friendship,' the dealer consents to take the car back without mentioning the \$1238 still due. The dealer then resells the car for \$1200 and puts \$500 on the record. He then turns around and files a claim in court for a \$700 deficiency, plus court costs and attorney's fees. So now

the seaman has a new debt of \$888. This amount, plus the \$600 already paid for naught, would have purchased a good car from a reputable dealer.

The above is only one actual case among hundreds. It's possible that something similar could happen to you. So the best advice is for you to check with your Legal Assistance Officer *first*, before you enter into such a deal.

Price reductions are offered for washing machines, television sets, vacuum cleaners, etc., and many other items are offered "free" for identifying familiar songs as simple as "Jingle Bells." It's a real come-on but the actual price tag is jacked up so that the bill with reductions is often greater than the original price.

"Educational Counselors," as some salesmen peddling encyclopedias, books, and magazines title themselves, can provide a valuable service, but their high pressure tactics when the purchase of the items is clearly out of many Navymen's budget, is often accountable for unwise buying.

Hold on, now! This doesn't mean that all salesmen, automobile agencies and commercial businesses are out to "stick" the buyer. Basically, people are honest. And that honesty is reflected in the reputation and selling policies of a business.

However, when you make a purchase, especially a big purchase, do business with a reputable, well-established dealer. Don't go to "fly-by-night" places offering "big deals."

If there's any doubt in your mind, check with the Legal Assistance Officer, on your ship or station. But above all, see him *before* you make the purchase—not after, when it's usually too late.

nounces distribution of Change No. 1 to handbook, "Personal Affairs of Naval Personnel" (NavPers 15014, Rev. 1953).

No. 1700 (14 Feb 1955) — Announces the promulgation and implementation of *Special Services Manual* (NavPers 15869) and the cancellation of letters and directives which have been incorporated in it.

No. 1700 (15 Feb 1955) — Announces the availability of certain types of scholarship assistance for children of naval personnel.

No. 1743 (20 Jan 1955)—States that commanding officers may grant leave or provide for observance of Passover festival from 6 to 14 April in accordance with local conditions.

No. 5000 (15 Feb 1955) — Announces Change No. 1 to BuPers Inst. 5000.4, which is concerned with the

QUIZ AWEIGH ANSWERS QUIZ AWEIGH IS ON PAGE 7.

1. (c) Secretary of Defense.
2. (b) SecDef Charles E. Wilson.
3. (c) The exhausts of a jet aircraft.
4. (a) F7U-3 Cutlass.
5. (b) Attack Aircraft Carrier—CVA.
6. (c) Essex class.

administration of Air Force officers performing duty with the Navy.

No. 5510 (11 Feb. 1955)—Notifies recipients of *Submarine Periscope Manual* (NavPers 16165) how to downgrade its classification.

No. 5720 (21 Jan 1955)—Informs all ships and stations and the Naval Reserve Distribution List of the distribution of the pamphlet "Proposed National Reserve Program."

Chief Takes Bull by the Horns, Meets Issue Head On

From here on in, Harry E. Offenhauser, AOC, usn, is going to be somewhat skeptical about theories he reads in books.

Reason for his recent doubts occurred while Offenhauser and a group of his shipmates of *uss Coral Sea* (CVA 43), were spending a quiet liberty in the small town of Algemesi, Spain. It just so happened that there was a festival going on.

One of the highlights of the event is a bull chase, during which the animals are turned loose in the streets. Everyone joins in the fun, baiting the bull and getting his chance to shine as a matador.

Offenhauser and his shipmates were on a street corner talking about what they would do if faced with an angry bull. The chief brought forward his views, "All you have to do," he explained, "is stare him in the eye."

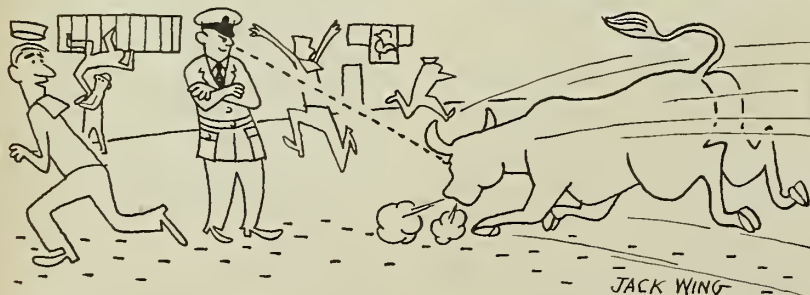
Right on cue a very mad and

very big bull arrived on the scene. While the others scrambled for nearby balconies and walls, the chief practiced what he had just finished preaching.

The bull had neglected to read the book from which Offenhauser had taken his theory and in short order lowered his head, uttered a bellow and charged. The chief was thrown high into the air. Satisfied that he had put one human in his place, the bull trotted off.

Bruised only slightly and his clothes torn, Offenhauser suffered the most damage to his pride. News of his bull-throwing prowess spread throughout the ship and his pride was dented again when his squadron presented him with a homemade matador's cape and a citation which read in part, "—in recognition of the wonderful finesse and great daring which you exhibited in handling El Toro."

—Bill Yost, JO3, *USS Coral Sea*.



Intelligence Course Rates Exemption from Certain Exams

The Naval Intelligence School has completely revised its correspondence course in Naval Intelligence, which was suspended in January 1954, and the new course is now available for enrollment. The course consists of ten assignments, based upon the text, *Intelligence for Naval Officers*, NavPers 10889. This course is available to all officers, Regular or Reserve, who can fulfill the requirements for proper stowage of the material. The course is classified Confidential—Modified Handling Authorized, and the stowage security requirement of the course material is numerical value 12, as defined in Article 0602 of the U. S. Navy Security Manual for Classified Matter (Op-Nav Instruction 5510.1A).

Completion of this course (or its predecessor) provides exemption from promotion examination in this subject for certain officers of the Regular Navy. For Naval Reserve personnel, the new course is evaluated at 40 points at the rate of 4 points for each assignment. Reservists who previously completed the earlier course may take this new course for credit.

Application for enrollment should be made by official letter addressed to the Director, U. S. Naval School (Naval Intelligence), U. S. Naval Receiving Station, Washington 25, D. C., and forwarded via official channels. All requests must include a signed statement that the applicant has the proper stowage facilities for this course.

Permanent Board Will Tackle Questions About Rating Structure

A permanent board for the review of the rating structure of enlisted personnel has been established in the Bureau of Naval Personnel. Made up of officers and civilians, this board will be convened at least once every two months to study recommendations for additions, deletions or revisions to the rating structure to determine the need and acceptability of each rating.

Previously, temporary boards had been convened in 1949 and 1952. These boards added and deleted certain ratings in accordance with the

needs of the Navy at that time.

The permanent board will consider the entire field of existing ratings and will establish basic concepts and policies regarding the structure of enlisted personnel career fields.

One of the primary purposes of the newly established panel is to "insure that the enlisted rating structure keeps abreast of the technological advances in naval warfare."

The board invites opinions from the field on the establishing or disestablishing of certain ratings along with substantiating facts and figures. Typical recommendations received from the operating forces propose to establish new general service ratings, such as Oceanographers, Intelligencemen, Televisionmen, and to review the need for several present general service ratings, such as Journalists and Surveyors.

The permanent board membership consists of the director of the Personnel Analysis Division, the heads of the Qualifications Analysis Section, Enlisted Plans, Shore and Overseas Bases Section, Enlisted Classification Section, Enlisted Promotions, Training Standards and Curriculum Branch, Surface and Submarine Programs Branch of the Naval Reserve Division and the assistant director of Personnel Accounting Division, Bureau of Naval Personnel.

BuPers Control Unit Develops Policies to Promote EM Careers

BuPers has established a new branch in its Enlisted Personnel Division. Entitled "Career Control Branch," its job is both to initiate and develop policies aimed at enhancing the attractiveness of the Navy as a career for the individual enlisted man.

The new branch has four different sections, each section dealing with matters that directly affect every enlisted man in the Navy. They are the Reenlistment and Career Planning Section, Classification Section, School Assignment Section and Promotion Section.

Among the more significant functions of the Career Control Branch are the following:

- Initiating, developing, and implementing policies relating to enlisted career management, with emphasis upon enlisted careers from

the standpoint of the individual.

- Administering programs for the encouragement of reenlistment.

- Administering the enlisted classification program for the Regular Navy and Naval Reserve. Increased emphasis is being placed upon providing vocational counseling at critical stages of each man's career.

- Controlling the flow of assignment of enlisted personnel through schools managed by the Bureau of Naval Personnel, Bureau of Aeronautics, and the Bureau of Medicine and Surgery.

- Initiating, developing, and administering policy in matters pertaining to promotion, change in rate and transfer of enlisted personnel from the Naval Reserve to Regular Navy.

Fees May Be Charged For Certification, Search of Records

In the future, Navymen may have to pay for replacements of lost discharges, having their record searched and other services that have been performed by the Navy free of charge.

Unless the service performed is of an official nature or fits into one of the following categories a set fee will be charged. Here are the categories for which there will be no charge:

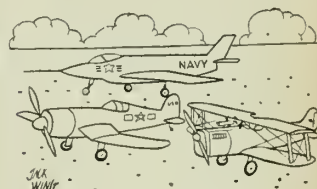
- Helps obtain financial benefits (unless previously furnished).
- Relates to a decoration or an award.
- Will help obtain a review or change in type of discharge.
- Is for the purpose of correcting official records.
- Relates to personal documents which were furnished by the individual and kept by an agency of the Defense Department.

The new schedule of fees, which went into effect for all branches of the Defense Department on 1 Feb 1955, stems from an act of Congress which was designed to put such special services on a self-sustaining or pay-as-you-go basis.

A full schedule of the fees charged for the many services are outlined in NavCompt Inst. 7030.6. Navymen desiring any copies of papers in their records for reasons other than those outlined above should check the instruction for the fee and insure that the appropriate amount is enclosed in their letter of request.

Naval aviation is going places—fast. So fast that it's difficult to keep track of the new records being established. A good example is the unofficial record for rate of climb which has been broken three times in recent months, and each time in one of the Navy's newest jet fighters.

It all started at NAS Miramar when LCDR R. H. Moore, USN, of VF-51 rolled an FJ3 Fury out on the runway. After



take-off he flew his plane at the altitude of 150 feet until he reached a speed of 460 miles and then pointed its nose up into the wild blue yonder on a 70-degree climb. In 83 seconds he had reached an altitude of 10,000 feet to set an unofficial record.

A few days later at NAS Oceana, LCDR William J. Manby, USN, set out to better that mark. On his fourth attempt, from a standing start, he



broke the "old" record when he pushed his Fury up to the 10,000-foot mark in 73.2 seconds. In addition his third try had bettered the old mark when he had made it in 78.4 seconds.

Then within the month word came from St. Louis that a test pilot flying in the Navy's F3H-1N Demon had bettered even the sparkling 73.2 record. He had taken the Demon from a standing starts to 10,000 feet in 71 seconds.

At the rate they are going the Navy's fliers may soon be putting their aircraft up to 10,000 feet in less than a minute. To give you an idea of how fast that is, time your reading of the above. If you are an average reader you will need close to the full 60 seconds, which means that the pilot flying the Demon reached approximately 7000 feet in the time it takes you to read this.



Here's List of Ships and Service Craft by Type and Designator

EVERY NAVYMAN knows his own ship from hull to crow's nest, but what about the other ships of the Fleet? Do you know what the different ship designations stand for?

There have been a number of changes in ship designations within recent months. To familiarize yourself with them, here is an up-to-date list of all naval vessels and service craft classifications.

Combatant

• Warships

CVA—Attack Aircraft Carrier
CVE—Escort Aircraft Carrier
CVL—Small Aircraft Carrier
CVS—ASW Support Aircraft Carrier
BB—Battleship
CA—Heavy Cruiser
CAG—Guided Missile Heavy Cruiser
CB—Large Cruiser
CL—Light Cruiser
CLAA—Anti-Aircraft Light Cruiser
CLG—Guided Missile Light Cruiser
CBC—Large Tactical Command Ship



CLC—Tactical Command Ship
DD—Destroyer
DDC—Corvette
DDE—Escort Destroyer
DDG—Guided Missile Destroyer
DDR—Radar Picket Destroyer
DL—Frigate
SS—Submarine
SSG—Guided Missile Submarine
SSK—Anti-Submarine Submarine
SSN—Nuclear Power Submarine
SSR—Radar Picket Submarine

• Amphibious Warfare Vessels

AGC—Amphibious Force Flagship
AKA—Attock Cargo Ship
APA—Attock Transport
APD—High Speed Transport
ASSA—Cargo Submarine
ASSP—Transport Submarine
CVHA—Assault Helicopter Aircraft Carrier
DEC—Control Escort Vessel
IFS—Inshore Fire Support Ship
LSFF—Flotilla Flagship Landing Ship
LSIL—Infantry Landing Ship (Large)
LSSL—Support Landing Ship (Large)
LSD—Dock Landing Ship
LSM—Medium Landing Ship
LSMR—Medium Landing Ship (Rocket)
LST—Tank Landing Ship
LSV—Vehicle Landing Ship
PCC—Control Submarine Chaser
PCEC—Control Escort
PCSC—Control Submarine Chaser
SCC—Control Submarine Chaser

• Mine Warfare Vessels

ACM—Auxiliary Mine Layer
AM—Mine Sweeper
AMC—Coastal Mine Sweeper
AMCU—Mine Hunter
AMS—Motor Mine Sweeper
CM—Mine Layer

CMC—Coastal Mine Layer
DM—Light Mine Layer
DMS—High Speed Mine Sweeper

• Patrol Vessels

DE—Escort Vessel
DER—Radar Picket Escort Vessel
PC—Submarine Chaser
PCE—Escort
PCER—Rescue Escort
PCS—Submarine Chaser
PF—Patrol Escort
PGM—Motor Gunboat
PR—River Gunboat
PY—Yacht
SC—Submarine Chaser

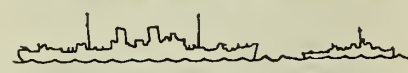
Auxiliary Vessels

AD—Destroyer Tender
ADG—Degaussing Vessel
AE—Ammunition Ship
AF—Store Ship
AG—Miscellaneous
AGB—Icebreaker
AGP—Motor Torpedo Boat Tender
AGS—Surveying Ship
AGSC—Coastal Surveying Ship
AG(SS)—Auxiliary Submarine
AH—Hospital Ship
AK—Cargo Ship
AKD—Cargo Ship, Dock
AKL—Light Cargo Ship
AKN—Net Cargo Ship
AKS—General Stores Issue Ship
AKV—Cargo Ship and Aircraft Ferry
AN—Net Laying Ship
AO—Oiler
AOG—Gasoline Tanker
AOR—Replenishment Fleet Tanker
AP—Transport
APB—Self-Propelled Barracks Ship
APC—Small Coastal Transport
AR—Repair Ship
ARB—Battle Damage Repair Ship
ARC—Cable Repairing or Laying Ship
ARG—Internal Combustion Engine Repair Ship
ARH—Heavy-hull Repair Ship
ARL—Landing Craft Repair Ship
ARS—Salvage Vessel
ARSD—Salvage Lifting Vessel
ARST—Salvage Craft Tender
ARV—Aircraft Repair Ship
ARVA—Aircraft Repair Ship (Aircraft)
ARVE—Aircraft Repair Ship (Engine)
AS—Submarine Tender
ASR—Submarine Rescue Vessel
ATA—Auxiliary Ocean Tug
ATF—Fleet Ocean Tug
ATR—Rescue Ocean Tug
AV—Seaplane Tender
AVM—Guided Missile Ship
AVP—Small Seaplane Tender
AVS—Aviation Supply Ship
AW—Distilling Ship
IX—Unclassified Miscellaneous

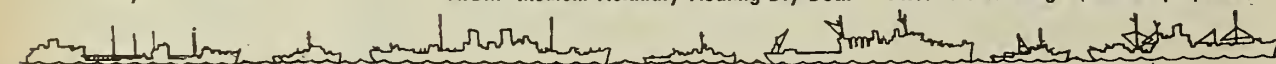
Service Craft

AB—Crane Ship
AFDB—Large Auxiliary Floating Dry Dock
AFDL—Small Auxiliary Floating Dry Dock
AFDM—Medium Auxiliary Floating Dry Dock

APL—Barracks Ship (non-self-propelled)
ARD—Floating Dry Dock
AVC—Large Catapult Lighter
LCU—Utility Landing Craft
MSB—Mine Sweeping Boat
PT—Motor Torpedo Boat
PYC—Coastal Yacht
SST—Target and Training Submarine
X—Submersible Craft
XMAP—Sweeper Device
YAG—Miscellaneous Auxiliary
YAGR—Ocean Radar Station Ship
YC—Open Lighter
YCF—Car Float
YCK—Open Cargo Lighter
YCV—Aircraft Transportation Lighter
YD—Floating Derrick
YDT—Diving Tender
YF—Covered Lighter (self-propelled)
YFB—Ferryboat or Launch
YFD—Floating Dry Dock
YFN—Covered Lighter (non-self-propelled)
YFNB—Large Covered Lighter
YFND—Covered Lighter (used with dry docks)



YFNG—Covered Lighter (special purpose)
YFNX—Lighter (special purpose)
YFP—Floating Power Barge
YFR—Refrigerated Covered Lighter (self-propelled)
YFRN—Refrigerated Covered Lighter (non-self-propelled)
YFRT—Covered Lighter (Range Tender)
YFT—Torpedo Transportation Lighter
YG—Garbage Lighter (self-propelled)
YGN—Garbage Lighter (non-self-propelled)
YHB—House Boat
YM—Dredge
YMP—Motor Mine Planter
YMS—Auxiliary Motor Mine Sweeper
YNG—Gate Vessel
YO—Fuel Oil Barge (self-propelled)
YOG—Gasoline Barge (self-propelled)
YOGN—Gasoline Barge (non-self-propelled)
YON—Fuel Oil Barge (non-self-propelled)
YOS—Oil Storage Barge
YP—Patrol Vessel
YPD—Floating Pile Driver
YPK—Pontoon Stowage Barge
YR—Floating Workshop
YRB—Submarine Repair and Berthing Barge
YRBM—Submarine Repair, Berthing and Messing Barge
YRDH—Floating Dry Dock Workshop (Hull)
YRDM—Floating Dry Dock Workshop (Mach)
YRL—Covered Lighter (Repair)
YSD—Seaplane Wrecking Derrick
YSR—Sludge Removal Barge
YTB—Large Harbor Tug
YTL—Small Harbor Tug
YTM—Medium Harbor Tug
YTT—Torpedo Testing Barge
YV—Drone Aircraft Catapult Control Craft
YVC—Catapult Lighter
YW—Water Barge (self-propelled)
YWN—Water Barge (non-self-propelled)



DECORATIONS & CITATIONS



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ NAYLOR, William B., AOC, USNR, serving in a U. S. aircraft carrier in enemy waters on 16 April 1945. Immediately after his vessel was struck by an enemy airplane and bomb, which set the vessel on fire, Naylor entered one of the burning compartments and personally removed three unconscious men. Engaging the assistance of others, he re-entered the compartment and removed several other men. When he was certain that the compartment was cleared of all casualties, he organized a fire-fighting party and succeeded in extinguishing the fire.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States . . ."

★ BYRNE, Patrick J., CHBOSN, USN, for meritorious conduct in the performance of his duties to the Government of the United States during the period 1 Jan 1918 to 1 Jan 1954.

★ MANVILLE, Francis C., CAPT USN, Operations Officer on the Staff of Commander United Nations Blockading and Escort Force during operations in Korea from October 1951 through May 1952. Combat "V" authorized.

★ MOTT, Albert W., LCDR, USNR, Salvage Officer and Assistant Maintenance Officer on the Staff of Commander Service Squadron 3 from 12 Jul 1953 to 9 Jun 1954.

★ MURPHY, Marion E., RADM, USN, Commander Task Force 92 from 13 Feb to 27 Jul 1953. Combat "V" authorized.

★ REGAN, Herbert E., RADM, USN, Commander Carrier Division 1 and Commander Task Force 77 during operations in Korea from 17 Jun to 2 Nov 1952. Combat "V" authorized.

★ SCHREIBER, Earl T., CAPT, USN, Assistant Chief of Staff for Logistics on the Staff, Commander Naval Forces, Far East, from 16 Feb 1952 to 4 Jul 1954.

★ CASEY, Thomas J., CAPT, USN, Chief of Staff to Commander United Nations Blockading and Escort Force during operations in Korea from October 1951 to 31 May 1952. Combat "V" authorized.

Gold star in lieu of second award:

★ SIMA, Frederick F., CAPT, USNR, Task Group Commander engaged in mine-sweeping operations in Japanese Empire waters from 1 Dec 1945 to 20 Feb 1946.

★ SPAHR, Otto W., Jr., CAPT, USN, Operations Officer on the Staff of Commander Naval Forces Far East, during operations against the enemy in Korea from 15 Feb 1952 to 20 Jul 1954.

Gold star in lieu of third award:

★ BLICK, Robert E., Jr., RADM, USN, Commander Carrier Division 3 and Commander Task Force 77 during operations against the enemy in Korea from 15 May to 27 Jul 1953.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ BORES, Joseph E., LTJG, USN, as a pilot in Fighter Squadron 113, aboard *uss Philippine Sea* (CVA 47) during operations in Korea on 13 Apr 1952.

★ JEWELL, Darl W., ENS, USNR, as a pilot in Fighter Squadron 113, aboard *uss Philippine Sea* (CVA 47), during

operations in Korea on 15 May 1952.

★ WHEELER, Wilfrid, III, LT, USNR, (posthumously) serving in Composite Squadron THREE, based aboard *uss Boxer* (CVA 21) during operations in Korea on the night of 23-24 May 1953.

Gold star in lieu of second award:

★ EDEN, James D., LCDR, USN, as a pilot in Fighter Squadron 113, aboard *uss Philippine Sea* (CVA 47) during operations in Korea on 19 Feb 1952.

★ HOOPER, Charles A., LT, USN, as pilot of a Photographic Reconnaissance Plane attached to *uss Boxer* (CVA 21) during operations in Korea from 10 to 14 Apr 1951.

★ MORRISON, John "L", Jr., LT, USNR, serving in Attack Squadron 702, based aboard *uss Boxer* (CVA 21) during operations in Korea on 29 May 1951.

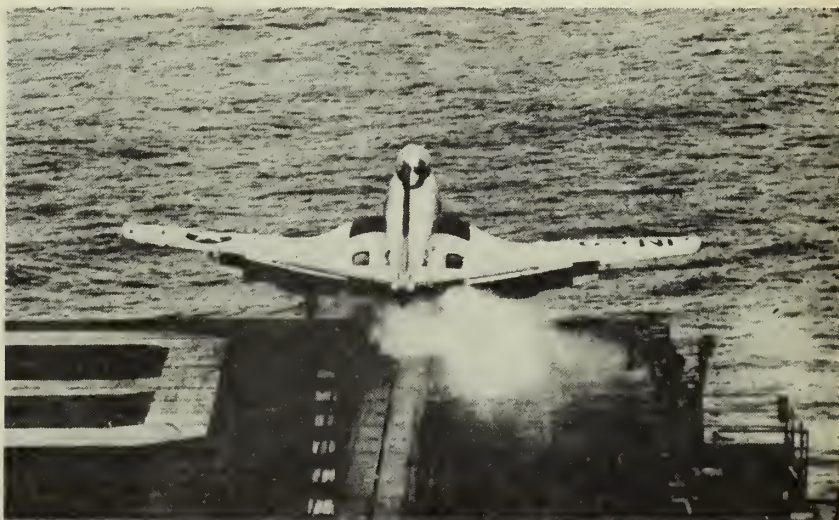


NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ CALDWELL, Walter C., AM3, USN, for heroic conduct as crewman of a helicopter, during a rescue mission in Korea on 12 May 1953.

★ DAVIS, James K., CS3, USNR, for heroic conduct while serving in *uss Kidd* (DD 661) in Buckner Bay, Okinawa, during the morning of 1 Jan 1953.



F2H-3 BANSHEE—first jet fighter to be launched from carrier by Navy's new steam catapult system—zooms off flight deck of *USS Hancock* (CVA 19).

PUC and NUC Awarded to Ships and Units in Korea

A Navy helicopter squadron and two Marine fighter squadrons have been awarded the Presidential Unit Citation, and eight aircraft carriers have been awarded the Navy Unit Commendation for services during the Korean War.

Navy Helicopter Squadron One received the Presidential Unit Citation for action against enemy aggressor forces in Korea during the period 3 Jul 1950 to 27 Jul 1953. Marine Fighter Squadrons, 214 and 323 received the PUC for action during the periods 3-6 Aug 1950, 8-14 Sep 1950, 12 Oct to 26 Nov 1950 and 15 Dec 1950 to 1 Aug 1951.

The aircraft carriers that were awarded the Navy Unit Commen-

dation are: *uss Badoeng Strait* (CVE 116), *uss Bon Homme Richard* (CVA 31), *uss Essex* (CVA 9), *uss Leyte* (CVS 32), *uss Philippine Sea* (CVA 47), *uss Princeton* (CVS 37), *uss Sicily* (CVE 118) and *uss Valley Forge* (CVS 45).

The dates that these ships earned their awards, and the Carrier Air Groups embarked that are also eligible to receive the award, are listed in BuPers Notice 1650 dated 28 Jan 1955.

If you are eligible for this award, you need not apply. The Chief of Naval Personnel will issue individual authorization to all eligible personnel without further action on your part.

★ SCHNEIDER, Clarence H., AT3, USN, for heroic conduct as crew member of a plane which crashed at France Field, Coco Solo, Canal Zone, on 6 Jan 1954.

★ SMITH, Gerald H., AD3, USN, for heroic conduct while serving as a jet fuel truck driver attached to Fighter Squadron 44, NAS, Jacksonville, Fla.

★ WATTS, Lehman D., ATAN, USN, for heroic conduct during a fire on the flight deck of *uss Essex* (CVA 9) on 17 Mar 1954.



"For heroic or meritorious achievement or service during military operations . . ."

★ ABBOTT, William A., EMFN, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ ALFORD, Richard E., LTJG, USN, for meritorious service in Korea from 6 Dec 1952 to 27 Jul 1953. Combat "V" authorized.

★ BAILEY, Richard T., LTJG, USN, for meritorious service in Korea from 19 Apr to 27 Jul 1953. Combat "V" authorized.

★ BAKER, George, Jr., SN, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ BALLINGER, Charles S., LT, MC, USNR, for meritorious achievement in Korea from 16 Feb to 1 Dec. Combat "V" authorized.

★ BARTON, George E., LT, USN, for meritorious service in Korea from 8

Oct 1952 to 27 Jul 1953. Combat "V" authorized.

★ BEATTIE, George G., LCDR, MC, USN, for meritorious achievement in Korea from 9 Dec 1952 to 1 Jun 1953. Combat "V" authorized.

★ BIXBY, Norman W., LCDR, USN, for meritorious service in Korea from 19 Mar to 27 Jul 1953. Combat "V" authorized.

★ BLACKBURN, John R., CDR, USN, for meritorious service in Korea from 27 Feb to 27 Jul 1953. Combat "V" authorized.

★ BLAIR, Frank P., BMC, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ BLAKEMAN, James M., LT, USN, for meritorious service in Korea from 10 Feb to 7 Mar 1953 and from 3 to 29 Apr 1953. Combat "V" authorized.

★ BREEDEN, Isaac D., SN, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ BRITTAN, Theodore H., CAPT, USN, for meritorious service in Korea from 5 Mar to 27 Jul 1953. Combat "V" authorized.

★ BROWNE, George H., CAPT, USN, for meritorious service in Korea from 21 Feb to 27 Jul 1953. Combat "V" authorized.

★ BROWER, Charles M., CDR, USN, for meritorious service in Korea from 12 Mar to 15 May 1953. Combat "V" authorized.

★ BRYAN, Richard E., LT, USN, for meritorious achievement in Korea from 15 Jul 1952 to 27 Jul 1953. Combat "V" authorized.

★ BUNDY, Clifford W., CDR, USN, for meritorious service in Korea from 28 Dec 1952 to 12 Jul 1953. Combat "V" authorized.

★ CALDWELL, Charlie C., LT, MSC, USN, for heroic achievement in Korea on 24 and 25 Jul 1953. Combat "V" authorized.

★ CALLAHAN, Maurice D., LCDR, USN, for meritorious service in Korea from 23 Dec 1950 to 15 Feb 1951 and from 29 Oct 1951 to 8 Apr 1952. Combat "V" authorized.

★ CARPENTER, Stephen W., CDR, USN, for meritorious service in Korea from 3 Dec 1952 to 20 Apr 1953. Combat "V" authorized.

★ CARSON, Richard F., LT, USNR, for meritorious service in Korea from 30 Jun to 2 Nov 1952. Combat "V" authorized.

★ DORNHOP, Rodney E., LT, USNR, for meritorious service in Korea from 18 Feb to 27 Jul 1953. Combat "V" authorized.

★ EDWARDS, Thomas V., LT, ChC, USNR, for meritorious achievement in Korea from 1 Feb to 7 Jul 1953. Combat "V" authorized.

★ ELSTON, Harold E., MNSA, USNR, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ ESSEX, Ronald V., SA, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ GRAY, John G., CS1, USN, for meritorious service in Korea from 27 Jun 1950 to 27 Jul 1953. Combat "V" authorized.

★ HARRIS, Morgan H., CAPT, USN, for meritorious service in Korea from 15 Apr 1952 to 19 Jan 1953. Combat "V" authorized.

★ HARRISON, Hal L., AO1, USN, for meritorious service in Korea from 31 Dec 1952 to 5 Jun 1953. Combat "V" authorized.

★ HASKIN, Francis L., SA, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ HENNEY, Victor A., SA, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ IVESTER, Berlie, BM1, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ JARVIS, Roland B., LT, USNR, for meritorious achievement in Korea from 26 Nov 1952 to 7 Jul 1953. Combat "V" authorized.

★ JONES, Axton T., CDR, USN, for meritorious service in Korea from 12 Oct 1952 to 5 Feb 1953. Combat "V" authorized.

★ KURTZ, August, BMC, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ LORD, John T., LT, MC, USNR, for

meritorious achievement in Korea from 3 Feb to 5 Jun 1953. Combat "V" authorized.

★ **LOWE, Harry C., CAPT, USNR**, for meritorious achievement in Korea from Dec 1951 to Sep 1953.

★ **MANN, Hoyt D., CDR, USN**, for meritorious service in Korea from 8 Sep 1952 to 21 Feb 1953. Combat "V" authorized.

★ **MAHAFFEY, Daniel E., LTJG, MC, USNR**, for meritorious achievement in Korea from 12 Oct 1952 to 1 Jun 1953. Combat "V" authorized.

★ **MARCUS, Groome E., CDR, USN**, for meritorious service in Korea from 30 May to 27 Jul 1953. Combat "V" authorized.

★ **MCCLAUGHERTY, Harry C., LCDR, USN**, for meritorious service in Korea from 8 Sep 1952 to 21 Feb 1953. Combat "V" authorized.

★ **McELWEE, Robert E., LCDR, USN**, for meritorious service in Korea from 3 Sep 1952 to 21 Feb 1953. Combat "V" authorized.

★ **MEACHUM, Lonnie W., CDR, ChC, USN**, for meritorious achievement in Korea from 10 Dec 1952 to 5 Sep 1953. Combat "V" authorized.

★ **MELHUSE, Arthur N., LCDR, USN**, for meritorious service in Korea from 10 May to 27 Jul 1953. Combat "V" authorized.

★ **MILLER, Gerald E., LCDR, USN**, for meritorious service in Korea from 13 Mar to 27 Jul 1953. Combat "V" authorized.

★ **MILLS, Richard H., LCDR, USN**, for meritorious service in Korea from 12 Jun to 27 Jul 1953. Combat "V" authorized.

★ **MOORE, James C., LTJG, ChC, USN**, for meritorious achievement in Korea from 12 Feb to 5 Jul 1952. Combat "V" authorized.

★ **MOORE, John T., LTJG, ChC, USNR**, for meritorious achievement in Korea

from 2 Apr to 1 Aug 1953. Combat "V" authorized.

★ **NEWMAN, Thomas A., Jr., LTJG, ChC, USNR**, for meritorious achievement in Korea from 20 Sep 1952 to 17 May 1953. Combat "V" authorized.

★ **ORR, Glenn J., BM1, USN**, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ **RHODES, Melvin E., MMFN, USN**, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ **RICKABAUGH, John M., LCDR, USN**, for meritorious service in Korea from 10 May to 27 Jul 1953. Combat "V" authorized.

★ **ROBBINS, James F., QMC, USN**, for heroic service in Korea on 22 Jul 1953. Combat "V" authorized.

★ **ROBERTSON, Malcolm B., HM3, USN**, for meritorious achievement in Korea from 10 Jun to 27 Jul 1953. Combat "V" authorized.

★ **SCEWE, Elmer J., LTJG, MC, USNR**, for meritorious achievement in Korea from 8 Nov 1952 to 26 Jul 1953. Combat "V" authorized.

★ **SCHWYHART, Robert M., CDR, ChC, USN**, for meritorious achievement in Korea from 15 Sep to 2 Nov 1950. Combat "V" authorized.

★ **SHEA, Cyril E., Jr., LTJG, MC, USNR**, for meritorious achievement in Korea from 13 Oct 1952 to 7 Mar 1953. Combat "V" authorized.

★ **SHERWOOD, Stephen, CDR, SC, USN**, for meritorious achievement in the Western Pacific-Far Eastern Area from 7 Jun 1952 to Jul 1953.

★ **SMITH, George R., LT, USNR**, for meritorious service in Korea from 15 Sep 1951 to 25 Mar 1952. Combat "V" authorized.

★ **SNYDER, James H., LT, DC, USN**, for meritorious achievement in Korea from 25 Nov 1952 to 31 Jul 1953. Combat "V" authorized.

★ **STALLONE, Victor, Jr., LT, USNR**, for meritorious achievement in Korea from 30 May to 11 Aug 1953. Combat "V" authorized.

★ **STANEK, Robert, LCDR, USN**, for meritorious service in Korea from 13 Mar to 27 Jul 1953. Combat "V" authorized.

★ **STILLMAN, Carl F., CAPT, USN**, for meritorious achievement in the Western Pacific-Far Eastern Area from 3 Dec 1950 to 22 Jul 1951. Combat "V" authorized.

★ **TRICE, William W., CDR, USN**, for meritorious service in Korea from 17 Oct 1952 to 11 Feb 1953. Combat "V" authorized.

★ **VEST, Cleve L., SN, USN**, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ **WILLIS, James B., CN, USN**, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ **WILLNANER, Charles P., BM1, USN**, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ **WORMAN, Clyde P., LCDR, USNR**, for meritorious service in Korea from 10 Mar to 27 Jul 1953. Combat "V" authorized.

Gold star in lieu of second award:

★ **ALFORD, Lodwick H., CDR, USN**, for meritorious service in Korea from 20 Nov 1952 to 16 May 1953. Combat "V" authorized.

★ **BROOKS, William K., CDR, USN**, for meritorious service in Korea from 26 Nov 1952 to 17 May 1953. Combat "V" authorized.

★ **BOWERS, John M., CDR, USN**, for meritorious service in Korea from 16 Feb to 27 Jul 1953. Combat "V" authorized.

★ **DONOVAN, Richard D., AN, USN**, for heroic achievement in Korea on 6 Mar 1953. Combat "V" authorized.



RUGGED LSTs can take it. LST 1146 was photographed in Arctic waters while making a 280-mile endurance test.

BOOKS: EXPLORATION, ESCAPE LITERATURE, LEAD THIS MONTH'S LIST OF BOOKS

MANKIND IS ONE of the most fascinating studies of man and the story of how, driven by curiosity, greed, accident and ingenuity, he has discovered the lands and seas around him is superbly told in *Conquest by Man*, by Paul Herrmann, published by Harper & Bros. In it, he develops the theory that trade routes all over the world were well established long before the dawn of history and, in later years, much of this information was lost. He tells of the "real" reasons for the Trojan War, the importance of the Chinese silkworm, the mystery of the Kensington stone found by a Minnesota farmer, and describes Chinese junks—equipped with first-class cabins,

bathrooms and lavatories—that could comfortably accommodate 1200 passengers.

Such a volume is only one of the interesting books of fact and fiction available on this month's reading list selected by the BuPers library staff. Here's a further description of some of the new books you'll find as you browse through your ship's library.

A book worth its weight in gold—and it's heavy—is W. H. B. Smith's *Small Arms of the World*, published by the Military Service Publishing Co., in a new, revised and enlarged edition. In addition to showing, in detail and in more than 1300 pictures and drawings, how to load, strip and operate all small arms of all the nations of the world, *Small Arms* also contains an excellent history of the development of hand weapons.

Another volume of professional interest is *The Kelly*, by Kenneth Poolman, published by Norton. *H.M.S. Kelly*, commanded by Captain Lord Mountbatten, was launched just in time to stand the first shock of World War II, in time to sink an enemy submarine in the second day of hostilities. The book follows its career until the vessel's final moments as she is sunk in the Mediterranean by aircraft. It's the story of a great ship, a heroic crew, and their gallant actions at sea.

Escapist literature of a grimly realistic nature also forms a prominent part of this month's book list. In *Duel of Wits*, published by G. P. Putnam's Sons, Peter Churchill tells the true story of his career as one of the most successful of Britain's secret agents, and of the small band of British, American and Continental men and women with whom he worked. He tells of his work behind enemy lines in France, organizing sabotage work, carrying money and supplies to the underground, arranging contacts and organizing the Resistance movement. *The World Is Six Feet Square*, by Alan Caillou, and published by Norton, might be described as a handbook of escape. It's the true adventure of two young men caught behind enemy lines in the

desert and of their escape, recapture, imprisonment in Italy and eventual release. By implication, it contains many useful do's and don'ts for those in similar situations.

More concerned with our own country is Bruce Lancaster's *From Lexington to Liberty*, published by Doubleday. Well known for his historical fiction, the author has written, in a light, easy style, a comprehensive history of the Revolutionary War from the initial unrest in the colonies, to the shooting war, and on through to victory and peace. One of a series on "Our American Heritage."

The field of fiction also contains many thrillers. There is, for example, *A Crossbowman's Story*, by George Millar, published by Knopf, which is a careful reconstruction of the expedition of the first white men (who were Spanish) to descend the Amazon from the Pacific to the Atlantic across South America. He tells of steaming jungles where the horses flounder in mud while arrows darken the air; of mountain passes where men die in bitter cold; of mosquitoes, giant snakes and alligators; of battles with Indians; and of the loneliness and fear of men crossing an uncharted continent where they must push on or die where they stop.

For a quick change of pace, there's *Sincerely, Willis Wayne*, published by Little, Brown, which adds a new character to the gallery of John P. Marquand. He tells of the problems of such American businessmen, successful in trade or politics, and of the compromises, strains and rewards of the decisions such men must make.

For a present-day tale of the sea, there is *The Liner*, by Edouard Peisson, published by Norton. It is the story of a doomed ship, an Atlantic storm that brought destruction to a luxury liner crowded with passengers, and of its captain who is faced with total responsibility and a terrible decision in the fury of the gale.

There's sheer adventure and drama, too, in *Tell It on the Drums*, by Robert W. Krepps, and published by Macmillan. It's a gripping tale of diamond thieves in South Africa during the 1800s, of their pursuit, and how each of them met their fate.

And there's *Only Fade Away*, by Bruce Marshall, published by Houghton Mifflin Co., a novel of the difficulties of a stiff-necked Scot who served in the British Army in both World Wars.

SONGS OF THE SEA

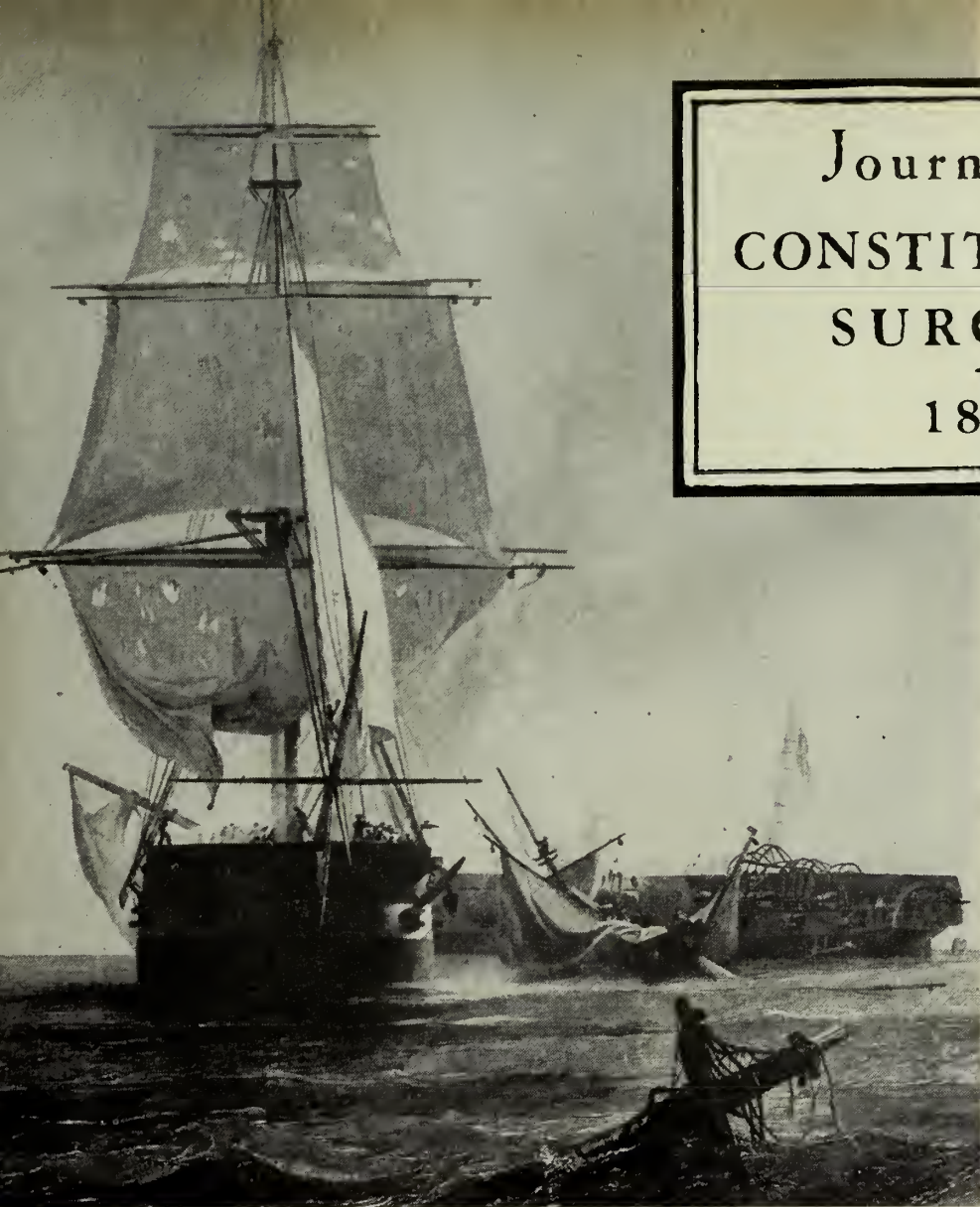


Sweethearts and Wives

Now comrades, fill your glasses,
And cease your merry jest—
Let ev'ry one among you,
Think of her whom he loves best—
From Maine to California,
In lands far off or near,
God bless the girls who love us,
The girls our hearts hold dear!

Chorus

Sweethearts and wives,
Where ever we may roam,
Back fly our thoughts,
To you and home—
Sweethearts and wives,
Fond hearts and true,
With tear-dimmed eyes
We drink to you.



Journal of CONSTITUTION'S SURGEON

1812

ALL HANDS BOOK SUPPLEMENT

One of the most famous sea battles in U. S. history was that between *Constitution* and *Guerriere*. Here's an eyewitness account of that battle, as told by *Constitution's* surgeon, Dr. Amos A. Evans.

As this account opens, in August 1812, *Constitution*, equipped with 44 guns, was one of the most famous ships of the young U. S. Navy. One of the first three frigates completed in 1798 under authority of Congress (the others were *Constellation* and *United States*), she had survived pirate attacks, years of cruising and blockade duty, the "naval war" with France, and with the Tripolitan pirates. Only a month earlier she had, under the command of Captain Issac Hull, completed a daring and strenuous escape from a British squadron blockading New York though being towed by her own boats and "kedging" (i.e., repeatedly carrying an anchor ahead by boat, dropping it with line attached and from the ship hauling in on the line).

Arriving safely in Boston, *Constitution* soon sailed again, bent on raiding enemy commerce, and southeast of Halifax on the 19th of August, she encountered and defeated the British frigate *Guerriere*, 38 guns, Captain Dacres in command, with all the prestige of the British Royal Navy behind him. As to the first decisive naval action of the War of 1812, it was to be of great importance to the morale, not only of the Navy, but of the country.

The story of this battle, among others, is told below

from the viewpoint of *Constitution's* surgeon, Dr. Amos A. Evans, USN.

A native of Maryland, Dr. Evans studied medicine with local practitioners and under Dr. Benjamin Rush of Philadelphia, and in 1808, was appointed surgeon's mate in the U. S. Navy, in which capacity he served in Louisiana where he was on duty at the Marine Hospital, New Orleans, and other points. He was made surgeon in 1810 and, two years later, while enroute to St. Mary's, Ga., was wrecked on the North Carolina coast. Making his way to Washington and reporting to the Navy Department, he was ordered to the frigate *Constitution*, then lying in the Potomac. Several years after the events described below, while on duty in Charlestown, Mass., he took his medical degree at Harvard College.

Dr. Evans' Journal, from which these passages are excerpted, was maintained from 11 Jun 1812 to 15 Feb 1813. The Journal was reprinted by Paul Clayton, grandson of Dr. Evans, in 1928.

JULY 27TH, 1812, Monday—We came up and anchored just below the fort. Lighters employed getting off provisions and water for the ship. In the afternoon went to

CONSTITUTION'S SURGEON

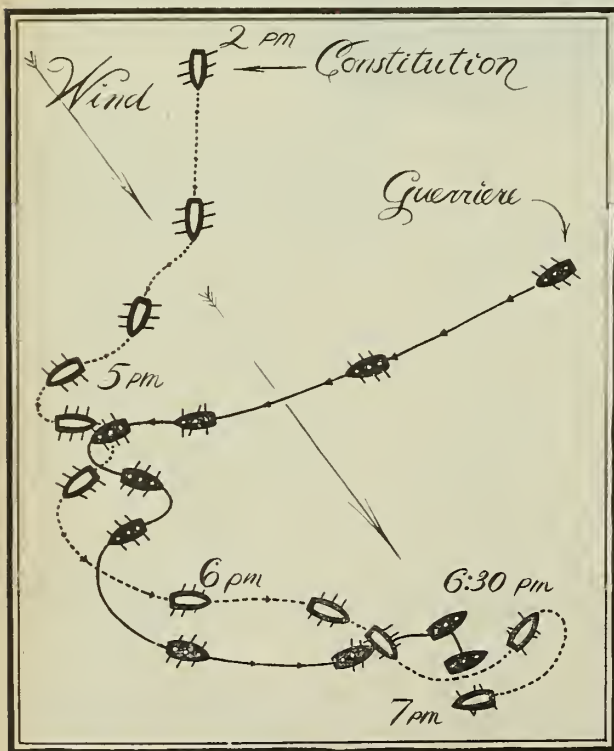
Boston, and after attending to some errands, went to the Exchange coffee house, perhaps the largest building of the kind in the U. S. The post office and many shops and other offices are kept in this building. Spent the evening at viewing the Town which much surpasses in gaiety and beauty my conception of it.

The Mall is a pleasant and fashionable extensive walk, planted with Elm trees. The State house is situated on an eminence in the N. W. part of the town, and is a stupendous and elegant building. The streets of Boston are narrow and crooked, but well paved and clean. The houses have an air of neatness about them that in my opinion much surpasses Philadelphia or Baltimore. The merchants meet in State Street, in front of the Exchange, to transact business every day from 12 to 2 o'clock—but the Exchange, in which there is a news room well furnished with papers, is generally crowded. The people of Boston with whom *Constitution* and her Commander are both favorites, appear overjoyed at our arrival, as they had confidently expected we were taken by the British squadron. They cheered Capt. Hull as he passed up State Street about 12 o'clock.

August 2, Sunday — Got under way at 5 o'clock A.M., and passed the lighthouse about 6. Stood NE., wind S & W and pleasant. Saw at one time 50 sail of vessels, most of them small. Lost sight of land in the afternoon.

August 3, Monday — Was called to Quarters last night about one o'clock, in consequence of the light of the rising Moon, which was taken by the officer of the watch for signals. Chased a small sail for some time today, but gave up the chase in consequence of being so far to leeward of it.

August 14th, Friday — Light winds from North and West: course about East. Were alarmed about 9 o'clock with the cry of fire in the cockpit—Produced by one of



th Surgeon's Mates' having left a candle burning in his state room with the door locked. We found considerable difficulty in opening the door, in attempting to force which I had my right hand jammed with a crowbar: in consequence of which I am under the necessity of writing with my left. I have laboured under great pain all day, and am much afraid it will terminate in Tetanus. The cry of fire is dreadful on shore, but ten thousand times more distressing on board a powder ship at sea. It produced much confusion, but was instantly extinguished. The Surgeon's Mate, who is truly a worthy fellow, was arrested for his negligence. Hove-to at noon, in 30 fathoms water, and caught a very large Halibut, and what sailors call a man's head: a curiosity and novelty to me. At 3 p.m. a sailor fell overboard out of the main chains. The topsail was instantly backed and the stern boat lowered down. The man being (fortunately) an expert swimmer, kept on top of the water, and was picked up about 200 yards astern. He said he could have taken off his shoes, but did not wish to lose them! The blood however appeared to have forsaken his cheeks. The tenure of a sailor's existence is certainly more precarious than any other man's, a soldier's not excepted.

August 15th, Saturday — Pleasant weather: light winds from S. & W. Discovered immediately after daylight five sail of vessels on our weather bow. Made all sail and stood for them. Gaining on them fast. At 8 o'clock A.M. discovered that one of them, a brig in tow of a sloop of war, was on fire. Another of the Brigs stood before the wind. The sloop of war then stood by the wind on the other tack, as also a Dutch-built, sharp stern Barque. A Pilot built schooner stood by the wind on the starboard tack. We immediately stood after the sloop of war, with Larboard tacks on board. After standing in that way a short time the Barque tacked and stood between us and the sloop of war. We then tacked, fired a gun, and brought her down. She had English colours hoisted which she hauled down when we fired.

On boarding her we discovered that she was a prize to the American privateer *Dolphin* from Salem, that she had been captured yesterday evening: that the schooner to windward was the Privateer; and that the British Sloop of war *Avenger* had fallen in with them in the night, having two prizes in company—one of which, viz—the one set on fire, was a fine Brig, the other was the one that stood before the wind. The Barque had been boarded by the Sloop of war at 4 o'clock A.M., but discovering us recalled her boat without leaving any of her crew on board or taking out any of the Privateer's men. He ordered the Barque to follow him, who finding us from our sails, etc., to be an American and that the Sloop of war was running from us, was then trying to make for the Privateer. After taking out of her her former Captain and two boys, and the only English prisoners on board, we made all sail after the Prize Brig before the wind. In a short time the Sloop of war was out of sight, still standing from us with all sail set. At 2 o'clock we brought to the Brig *Adeline* from England, loaded with dry goods and hard ware bound to Bath in Massachusetts bay. We took from on board of her a British Master's mate and five seamen belonging to *Avenger*, and put on Midshipman Madison and five seamen and started her for some port in the U. S.

August 17th, Monday — Cloudy and cold. Fresh breeze from West: Standing to the South and West. No observation. Passed about 6 o'clock the wreck of a vessel that



"HEAVY BROADSIDE-to-broadside fire was opened at close range. *Constitution* and *Guerriere* were nearly abreast."

appeared to have been capsized. No observation today. Wind increases: cold, damp, disagreeable weather. 16 men on the Sick List. My wounded hand is nearly well. —We tacked ship and passed just to leeward of what was supposed to be a vessel capsized and it proves to be a dead whale floating on the surface. On approaching we supposed it to be an Island of Ice. There were a number of small birds—perhaps "Mother Carey's Chickens" flying about it. The oil was floating on the water some distance to leeward. As we passed it, we were saluted with a very unpleasant smell. Directly after passing it we wore ship and stood again to the South and West—at 11 P.M. we were called to Quarters, having seen a vessel nearly ahead standing before the wind. She hauled her wind and we made all sail after her, and after a chase of 1½ hours came up with and spoke to the American Privateer Brig *Decatur*, Capt. Nichols, from Salem, 12 days out, and had taken nothing. In chase of a Ship yesterday carried away her fore top mast. Was chased last evening by a Ship of War.

August 19th, Wednesday — Cloudy and foggy. Course S. & W. Wind N. by E. Lat. observed 41° 42' N. Long. by D. R. 55° W. At 2 P.M. discovered a large sail to Leeward. Made sail and stood down for her. At 4 discovered her to be a large Frigate. When we were within about 2 or 2½ miles she hoisted English colours and fired a Gun. We stood towards her with reefed topsails without showing our colours. She then commenced firing, and gave us several broadsides without much effect before we commenced firing. She kept wearing several times with a view probably of trying to get the weather gauge of us, which we avoided by wearing also. We hoisted our colours and fired the first gun about 15 minutes past 5 o'clock P.M., but did not come into close action until about 6 o'clock, and after 25 minutes from the time we were closely engaged she struck, having previously lost all three of her masts and Bowsprit. Her hull was much injured. Several of her guns were dismounted or otherwise rendered useless on the gun deck by our shot. She had 15 men killed and 63 wounded, most of them very dangerously, immense mischief and destruction having been done by our grape and canister shot.

During the engagement she came against our stern with her bows twice, and carried away her Jib boom and injured our Taffrail. It was when in that situation

that Lt. Morris and Lt. Bush were shot. Mr. Morris first jumped on the Taffrail with an intention of boarding her and was instantly wounded. Mr. Bush jumped into his place the instant he fell. Little or no other injury was done us at that time, and her quarter deck and forecastle were completely swept. Her Second Lieutenant was killed, and the Captain, 1st Lieutenant, Sailing master, and one of the Master's mates wounded. She hoisted 3 or 4 flags at the commencement of the action, and struck immediately after she got clear of our stern. Her foremast and mainmast and mizzenmast fell about the time she was in contact with us. After she struck the Capt. Is. Rd Dacres Esq came on board and informed us that it was His Britannick Majesty's ship *La Guerriere*. We sent Lt. Reed on board and finding the ship in a situation that was considered dangerous to attempt getting in we were employed all night getting the men and crew from on board. She mounted 49 Guns and had about from 260 to 300 men, having sent previously part of her crew in prizes. Captain Dacres is a pleasant, agreeable young man, 24 years of age.

Our crew behaved very nobly. They fought like heroes, and gave three cheers when the colours were hoisted. They also cheered when each of her masts went over the side, and when her colours were struck. Whilst she was on our stern one of her forward guns was run nearly into our Cabin window and fired, but did (fortunately) little or no execution. A shot that entered our after port on the starboard side of the gun deck killed 2 men at the after Gun and wounded one. From the firing of the first gun to the close of the action was one hour and ten minutes.

Dr. Evans describes one of the most famous battles in U. S. naval history with nonchalance and brevity. This is what happened, according to more detailed accounts:

In the preliminaries to the frigate engagement, both captains maneuvered with such skill that little advantage was gained by either. At 6 P.M. heavy broadside to broadside fire was opened at very close range with yards almost square and both ships running before the wind nearly abreast of each other. The Americans established a superiority of fire, and after twenty minutes of pounding the Guerriere's mizzen (rear) mast was hit squarely and fell overboard, and almost at the same instant her damaged main yard gave way in the middle.



"FOREMAST, mainmast and mizzenmast were hit squarely and fell overboard after interlock with USS Constitution."

Thus crippled the British frigate was already practically a beaten ship since her ability to maneuver was gone. Reduced sail power and the dragging mast with its sails and rigging slowed her down substantially, and at the same time turned her bow away from Constitution. Forging ahead the latter steered sharply across the Guerriere's bow to reach the coveted "raking" position, where all guns bore and where every shot could sweep the target lengthwise while at the same time the opposing fire was severely reduced to that from a few bow guns.

The Constitution's headway carried her past the exact raking position and as she turned away to regain it for her other broadside, the two ships were so close that the British bowsprit became entangled in American rigging. Thus fastened together both vessels assembled their boarders near the point of contact where a brisk musketry engagement took place from the opposing decks and tops.

Three American officers, Lieutenant Bush (marine), Lieutenant Morris and Master Aylwin, were shot as they leaped on the taffrail to board, and Captain Dacres and three other British officers were hit on Guerriere's deck. Captain Hull's cabin was set on fire from the close blast of the enemy's bow guns.

After but a few minutes of this during which most of the American losses occurred, the ships began drawing apart again and almost immediately Guerriere's two remaining masts fell, from damaged rigging. She was then a helpless hulk with no choice but surrender. The British had 23 men killed and 56 wounded, as compared with 7 and 7 respectively on Constitution. The prize was found to be too badly cut up to be taken into port and Hull burned her.

August 23d, Sunday — Blew very fresh and rained hard last night. Were going 11, 12 and 13 knots. We called to quarters about 3 o'clock A.M. having discovered a sail to Leeward. About daylight came up with and spoke the Brig *Rebecca* from London bound to Boston, having a British license. There was a prize-master from Comm Barney's squadron on board of her. She had been boarded some days ago by *Guerriere*, who sent some prisoners on board and permitted her to pass in consequence of having a license. She was several times spoken by *Guerriere* after Barney had taken her, but they did not again board her.

August 31st, Monday — Saw 4 armed ships and a Brig this morning at day light standing in near the light house. Supposed them to be the enemy and instantly cut our cables and beat down to lower part of the narrows under a heavy press of sail with a view of getting up before they would be able to cut us off. We could not understand each other's signals. By the time we arrived at the narrows discovered that they were American Frigates. They proved to be *President*, Comm Rodgers; *United States*, Decatur; *Congress*, Smith; *Hornet*, Laurence; and Brig *Argus*, Sinclair. We ran up near the Navy Yard and anchored. As we passed Long Wharf were saluted with huzzas by a great concourse of people from that place and the different Merchant vessels. Comms Decatur and Bainbridge, Capt. Laurence and Sinclair came on board—a number of other officers; and the vessel was crowded all day with citizens—boats surrounded us, huzzaing, &c.

September 26 — Saw the Senate and representative chambers; in the former are a musket—horseman's sword, cap, and drum taken from the Hessians at the Battle of Bennington, together with a framed complimentary letter to General Stark from the House of Representatives of Mass. on the occasion; in the latter a Cod-fish is hung up as the staple commodity of the State. Over the Speaker's chair is a noble head of General Washington. The seats are well arranged, but owing to the number of the members are crowded and leave no room to write—having no tables. They go into the adjoining room when they wish to do anything of that kind. The Council chamber is a neat, well finished but plain room. In one of the rooms are the four inscription stones of a monument that formerly stood on Beacon hill, but have been removed in consequence of the ground on which it stood being proved to be private property. They point out the principal events and most prominent, fortunate features of the revolution and those that led to it, and an exhortation to their posterity not to forget the expense, toil and trouble with which the surrounding blessings were achieved.

October 2 — Went to the Theatre in the Evening & saw "The Foundling of the Forest" performed, or rather butchered, with a new afterpiece called *Guerriere & Constitution*, a very foolish, ridiculous thing, nevertheless, I was heartily pleased at the applause it caused.

October 13 — It is now 12 o'clock at night. A sick man who is delirious insists that he will die at 2 o'clock, and is much disturbed when he hears the bell struck, and counts every half hour. He obstinately refuses to have a blister applied behind his neck, saying it may be done at 2 o'clock. I have requested the officer of the deck to omit striking the Bell at 1/2 after one and two: and intend to sit up till that hour to watch the effect of firm impression on a debilitated frame. He has complete possession of the superstition of his messmates.

October 14 — The sick man mentioned above is still alive, and much better.

October 19—Rode out to Paul Revere and Sons Rolling Mills, beyond Canton, 17 miles from Boston, on the Taunton and Newport (R. I.) road. They have a furnace for smelting and refining the Copper pigs, and casting bells, cannon &c, and a mill with which they roll the copper into plates. There is another mill for the purpose of Boring the cannon. I was treated with much politeness by Mr. Eyres, one of the firm. He walked with me to the Cotton Factories, a short distance lower down the stream. At one of them they Gin, card, and spin the cotton by machinery, and have also some looms. At the other they card and spin wool, and make stuffing for ladies' pelisses out of cotton. The latter is something new in this country, and is consequently kept secret by the owner. The country between Boston and Canton is hilly and rocky, but in a much higher state of cultivation than I had expected to find it.

November 28, Saturday — Fine, pleasant weather; Sun shines out for the first time for several days. Fumigated the ship yesterday with muriatic acid gas and white-washed it today. Lat. ob: at mer. 59' minutes N. Long. by lunar at 10 o'clock 25° 13' W. In conversation a few days since with Comm Bainbridge relative to objections to the efficacy of the Lightning rod, he mentioned the circumstance of three American Frigates laying at Anchor amidst a British fleet at Gibraltar in a severe thunder storm, when considerable injury was done to most of the British vessels without the Americans suffering any except the destruction of one of their lightning rods. He also observed that a church in New York had been struck four times before a rod was hoisted, since which time it has not been injured. It was the only church in the city that had not a rod. The rest escaped injury in every instance. He has known the spire [sphere] of attraction

to be more than 50 feet in several cases. How much farther it would attract he is unable to say. I believe Doct. Franklin placed it at about 30 feet, perhaps not so much.

December 29, Tuesday — At 8 A.M. discovered two ships to windward of us. At 9 one of them stood along shore, the other towards us. At 10-30 min. within 8 or 9 miles coming up with us. At 11-30 The Comm supposed the strange sail to be a two decker and made sail away from her: made the private signal of the day which was not answered. The strange sail hoisted a tri-coloured signal flag at her main topgallant masthead and kept it flying a long time. At 12 the sail gaining on us going 10 K Lat. ob: 13° 6' S. Long. by chron. 37° 38' W. Hoisted our Ensign and pendant. The strange ship then hoisted an English Ensign at the peak. At 1.25 the strange sail gaining on us discovered her to be a Frigate. At 1.37 took in part of the sail and stood for the enemy, having previously had all clear for action. At 1.45 she bore down intending to rake us which we avoided by wearing. At four minutes before 2 P.M. we fired a broadside at her, when she bore up and returned it: she was at that time distant about one mile. She was standing bows on but had hauled down her peak with an intention of wearing, when an order was given to the 3d Division to fire one Gun in order to make her hoist her colours—but the whole broadside was fired without stopping. The action then commenced warmly on both sides. At 3.15 her maintopmast and foremast went over the side. At 4 her mizzenmast went about 10 or 15 feet from the deck. At this time her fire was stopped and we hauled aboard our fore and main tack and stood from her to repair our braces, &c. At 4.25 her mainmast went nearly by the board. The colours still flying at the stump of the mizzen mast. At 4.50 wore and stood for the Enemy. At 5.25 got ahead of her in a raking position and were about giving the order to fire when she struck her colours, at which our crew gave three hearty cheers, as they had done when we first beat to quarters and several times during the action. At 6 sent the cutter with Lieut Parker on board, which returned with the 1st Lieut Chadds (the Capt being mortally wounded) who delivered his sword, together with His Majesty's Ship *Java*—rated 38 but mounting 47 Guns.

February 15, Monday — In sight of Cape Ann—Cold: blows fresh from N. & Wd: about 11 o'clock a Pilot came on board. Beating up to Boston light house.

"GUERRIERE was a helpless hulk and she was too badly cut up to be taken into port. The captain had to burn her."



TAFFRAIL TALK

HERE'S AN INTERESTING sidelight to our story "This Is Your Passage to Freedom" (December 1954, page 16) which told of the Navy's part in the transport of Vietnamese Refugees to Free Indo China.

"The largest mass civilian evacuation by sea in modern history," has an impressive ring to it but the human significance of such a statement is, perhaps, best conveyed by this letter from a Vietnamese refugee to "The Captain, The Staff, The Doctor, and The Ship's Crew" of uss LST 901:

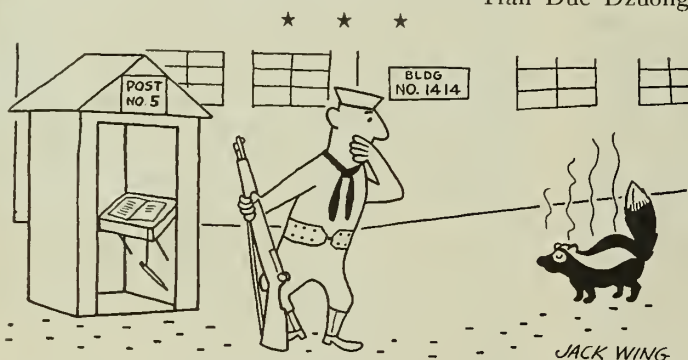
"I come in the name of my wife, my new born, my family, and myself, to present my sincere respects, appreciation, and thanks.

"All of you have given much help in the birth of my little daughter. We have brought many troubles while you have helped us with all your medicines and necessary instruments and a very good place for the accomplishments.

"You and your Doctor lost sleep in order to render services to us. I was working in American Medical Section for four years, but, I did not understand the American language well; but, in the days that we have lived on your ship, we have understood you and your ways. From the Captain to the last sailor, you have hearts of gold.

"Long live the American people!

Tran Duc Dzuong"



A crisis of an unusual nature was faced by the watch at NAS Whiting, Fla. As we all know, one of the principal regulations governing watches is the requirement that all suspicious events must be recorded in the log. Here's an extract from Post No. 5:

0145 - Assumed duties of Post No. 5.

0300 - Made tour of post. All secure.

0340 - Spotted skunk in front of Bldg. 1414. I challenged him but he ignored me and he continued on his way. Rather than make an issue of it, I considered the incident closed.

We like this item but have been saving it for months because there seemed to be no logical spot for it: In spite of its name which, in Spanish means "lonely coconut," there are so many coconuts on Coco Solo, C. Z., that the 15th Naval District has found it necessary to advertise them for sale under sealed bids. Some 900 trees yielded approximately 27,000 coconuts.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 Jun 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of same activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NBD" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: TALL DRINK OF WATER escape training tank at Pearl Harbor Submarine Base is a familiar landmark to Navymen. It holds 280,000 gallons of water. K-Type, Killer Sub is moored to pier in foreground.

ALL HANDS



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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MAY 1955

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NUMBER 459

VICE ADMIRAL JAMES L. HOLLOWAY, JR., USN
The Chief of Naval Personnel

REAR ADMIRAL MURR E. ARNOLD, USN
The Deputy Chief of Naval Personnel

COLONEL WM. C. CAPEHART, USMC
Assistant Chief for Morale Services

TABLE OF CONTENTS

	Page
Up Periscope!	2
The Word	6
Citations for Bold Ships, Brave Men	8
World's Most Colorful Whitehat Club	13
On Duty Where Fourteen Nations Meet	16
Part-Time Sailors Learn Seamanship on the Double	20
Letters to the Editor	23
Servicescope: News of Other Services	28
Special Feature	
The Facts About Sea/Shore Rotation	30
Chart: How Your Request for a Normal Tour of Shore Duty is Handled	32
Check Your Status on Latest SDEL	34
Bulletin Board	42
Examinations for Advancement of EMs	42
Directives in Brief	42
Revisions in Service Pay	44
New Pay Table	45
Living Conditions in Bermuda	46
Eligibility Rules for Three Scholarships	47
Early Discharge Program for Purposes of Reenlistment	50
Today's Navy	51
Navy Hoop Circuit Chalks Up Big Year	55
Decorations and Citations	57
Book Reviews	58
Book Supplement: Manila at Bay	59
Taffrail Talk	64

LCDR F. C. Huntley, USNR, **Editor**
John A. Oudine, **Managing Editor**

Associate Editors
G. Vern Blasdel, **News**
David Rosenberg, **Art**
Elsa Arthur, **Research**
French Crawford Smith, **Reserve**
Don Addor, **Layout**

• **FRONT COVER: RARE AND ANCIENT CUSTOM** of honors to a flagship officer was revived with the aid of eight night side-boys, each equipped with a kerosene lantern when VADM T. G. W. Settle, Commander Amphibious Force, Pacific Fleet, visited USS Mount McKinley (AGC-7).

• **AT LEFT: CAN YOU TOP THIS?** When tenders repair ships of the Fleet, there is usually a limit to the number of ships alongside, but USS Cascade (AD-16) seems to know no limit. Here she proudly displays her brood of seven.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.



Up Periscope!



THERE ARE SOME 85 sailors who claim they saw a horserace in Japan in August, 1942. It's not impossible, in spite of the fact that no American sailor set foot in Japan until September 1945. Records prove that these sailors may have been stretching the truth a bit but generally speaking, they're right. They saw the race track, if not a horserace.

The sailors in question were the officers and men of the submarine *USS Guardfish* (SS 217). The submarine was on patrol off the coast of Japan and was running close to Yagi, a port in Northern Honshu, when the skipper sighted the city's race track through the periscope.

The officers and men of the boat took turns peeking through the periscope, "sightseeing." When the boat returned to her home port, after a patrol that cost the enemy 70,000 tons in shipping, the story was spread that the *Guardfish* sailors had actually seen a horserace. Any submarine sailor will tell you that you can really see some unusual sights through a periscope.

From a military standpoint the "pictures" you get through a scope are worth a lot more than 10,000 words. But to get good results they require experts and intricate equipment. This is particularly true of the submarine periscope.

On submarines built before and during World War II, one periscope cost the Navy \$10,000. At present, the cost of periscopes on all new construction and the replacement of worn out scopes approximate \$30,000.

Why do periscopes, which work on a very simple principle, cost so much? It seems that all they consist of are some metal tubing and a few lenses.

As one expert in BuShips explained it: "Periscopes must meet a very high standard. They can be only seven and one-half inches in diameter at the thickest point and the head must be of the smallest size possible to avoid possible detection by enemy anti-submarine forces.

"You can better understand the high cost of a periscope if you know just how they work. No doubt

you've looked through the wrong end of a telescope and viewed a normal scene reduced in apparent size. This apparent reduction is caused when the inverted telescope takes a wide angle vision and reduces it into a narrower one in the eye piece."

This is the principle used in periscopes. Basically, a periscope consists of a vertical tube with a head prism inclined to the horizon at an angle of 45° and a reducing telescope. At the bottom of this tube is an enlarging telescope and a lower prism facing the head prism. It's like putting two telescopes face to face.

If you use astronomical telescopes, the upper telescope inverts the image and the lower telescope re-inverts it, so that the image appears erect to the observer. The distance between the objectives (faces of the telescope), about 12 feet, plus the lengths of the two telescope systems, enables the periscope to reach lengths of 27, 30, 34 or 40 feet.

Each one of these telescope systems in a periscope, naturally, requires a considerable number of lenses. Besides being of the best possible quality, they must be fitted into the periscope to withstand a tremendous amount of pressure, both from the water and possible shock produced by depth charges.

Then too, in the construction of your periscope, you must take into consideration the number of lenses used. Since each lens both absorbs and reflects a certain amount of light which strikes its surface, the light loss becomes considerable if the optical system grows too complex. There soon comes a point in design at which the point of diminishing returns—and light—is reached.

So you can easily see there are definite limitations in building a periscope. The vital factors, as in a telescope, are: (1) size (including length, diameter, and exposed area), (2) resolution, (3) illumination, (4) magnification, and (5) size of field or angle of view. If you build a periscope favoring any one of these factors, the other four will suffer. Hence, the final design of a periscope is actually a compromise.

"The basic requirement in a periscope," adds the BuShips expert, "is



DOWN SHE GOES. Last view of a Japanese transport was photographed through the periscope after torpedo attack.

the ability to *see*. This involves light-gathering power, which is largely determined by the size of the head or "entrance pupil," and light transmission, which is determined by the number of optical elements in the light path.

"The night periscope with its 7mm "exit pupil" has the highest usable light gathering power. In order to obtain high light transmission, a minimum of optical elements are used which results in some distortion and uneven illumination of the field. These deficiencies are not objectionable for normal usage, but do become apparent on photographs taken through the periscope."

The night periscope and the attack periscope are the two basic types in use by the Navy. The main characteristic in the attack periscope is its small head and taper designed for use during close-in attack. This results in an exit pupil of only 4 or 5mm (about 3/16 inch) which is usable only during conditions of reasonably good illumination.

The top of the scope tapers down to about two and one-half inches to reduce the plume and the possibility of detection by enemy lookouts or radar.

The night periscope is designed for use during conditions of poor visibility and has a fairly large head and taper. It has high light-gathering power, an exit pupil of 7mm, which is approximately the maximum diameter to which the human eye will open during conditions of minimum illumination. This makes the periscope good for use at dusk and at night.

Another difference between the two types of periscopes is the length. The attack periscope is 40 feet

while the night scope is 36 feet long. Also, the night scope has a built-in radar antenna which operates in conjunction with the periscope.

The present day periscopes, although employing the same principle as the earliest made, are a far cry from the first periscope ever used on submarines. Actually, the earliest submarines were built without provision for periscopes and therefore,

when submerged, were forced to grope their way blindly.

No one man could actually be credited with "inventing" the periscope. Like many other things, it just "came about." However, a Frenchman, Marie Davey, is credited with designing in 1854 a sight tube for a submarine. This tube contained two mirrors, one above the other, held at a 45° angle and facing in

ACTIONS BELOW the surface are governed by what the periscope shows. Here torpedomen prepare to load 'tin fish' in torpedo tube on training cruise.





opposite directions. Although this did provide some vision, it was faulty at best and, in 1872, prisms were substituted for mirrors.

One of the first known uses of the periscope in the U. S. Navy was aboard a surface ship, the U. S. iron-clad monitor, *Osage*, during the Civil War. The use of the periscope came about, not as the result of study and research, but as a matter of necessity.

Osage, during the Red River campaign, ran hard aground. While the vessel was being refloated, Confederate cavalrymen attacked the ship. These troops were protected from the ship's guns by the high river bank and the low tide. The enemy couldn't be seen by *Osage* until they appeared on the river bank.

When they reached this point, the rebels would fire one volley and immediately retreat for the next assault before *Osage* could reply. Before the battle, Thomas H. Doughty, USN, acting chief engineer on *Osage*, had the idea of constructing a periscope out of a lead pipe and several mirrors. Hurried use of this makeshift periscope in the turret made it possible for *Osage's* commanding officer to see the advancing enemy forces before they appeared on the bank.

The fighting continued for about an hour before the Confederates finally retreated, freeing *Osage* from further attacks.

Many of the earliest periscopes, such as the one designed by Doughty, were fixed tubes. One exception was a collapsible one designed by Simon Lake and known as an "omniscopescope."

The fixed periscope presented a problem in that it couldn't be raised or lowered. Soon, however, provisions were made to allow the tube to be raised and turned by hand. This was fairly satisfactory when the boat was traveling at a low rate of speed. But with increased speed, the pressure was apt to bend the tube and throw the image out of kilter. This led to the design of a double tube, the outer tube to resist pressure and the inner to house the lens (telescope) systems. The modern periscopes are raised and lowered by hydraulic power. This operation can be performed manually, but it would require quite a bit of work.

Although tremendous strides have been made in the development of

the instrument, the basic principle of the periscope remains the same: The reflection of objects through mirrors on prisms arranged in a tube.

The functions of the periscope have remained the same also. It gives the officer conning the submarine a view of the surrounding horizon while his vessel remains submerged. To accomplish this, it is necessary that the periscope be long enough to extend beyond the surface at attack depth, and that ways be provided to deflect the horizontal rays of light, first in a downward position, and then horizontally to the eye of the observer.

In other words, the periscope should be long enough to place the pressure hull of the submarine as far below the surface as practicable while the periscope is in use. This depth decreases the possibility of damage to the hull of a submarine by collision with a surface vessel and also permits minor errors in depth control and trim without the submarine broaching. The periscope support structure above the pressure hull is designed to break off when struck as a result of a collision, without damaging the hull.

In addition, the part of the periscope that is above water must be as inconspicuous as possible. Streamlined periscopes will allow subs approaching a kill to move in faster with less chance of being detected. Experiments conducted at the David Taylor Model Basin in Washington, D. C., showed that by streamlining periscopes, the tell-tale splashing plume of the "up" scope is greatly reduced. More important, it also eliminates the vibration which creates a dancing target for the skipper while he is making complicated computations for firing the torpedoes.

The streamlining consists of a metal fairing which is a hydrofoil section similar to that of an airplane wing. This is topped by a "deplumer" which is an extension of the fairing, pieced with slotted holes to swallow the spray and wake.

In addition to acting as the eyes of the submarine, the periscope has also served, among other things, as a life-saving device and a perch for tired (or just ornery) sea gulls.

Although it isn't supposed to happen, if a submariner is left topside when the submarine dives, he could

PERISCOPE TUBE is pulled from submarine with crane to be taken to shop for check up. Its condition will be logged in an individual record.

climb to the highest spot he can reach on the sub, then jump off to avoid tangling with the screws. There have also been instances where the "up" scope has been used to tow life rafts—and it could serve as a perch for "swimmers" if they happened to be close enough to catch hold of it.

If you stop and think about it, you can easily see that a submarine periscope does make an ideal perch—at least for a bird. And if you're a bird on the wing for a long time, it'll probably look quite inviting to you.

"But I didn't know that the sea gulls went so far as to be collaborationists," stated the skipper of one submarine. His comment was inspired by an incident back in 1944 when a U. S. submarine was making an approach on an enemy freighter in Pacific waters.

Here's the way the skipper reported the incident: "At 1730 we encountered the latest fiendish anti-submarine weapon of the Japanese: a bird which patrols between 3-4000 yards off the bow of the ship.

"As soon as he (or she) spotted the periscope, he (or she) perched on top and draped his (or her) tail feather over the exit windows. This proved extremely confusing for the approach officer . . . He banged on the scope, shook it, raised it and lowered it desperately, but the bird clung on tenaciously, hovering over the scope while it ducked, then hopping back on it when it was raised.

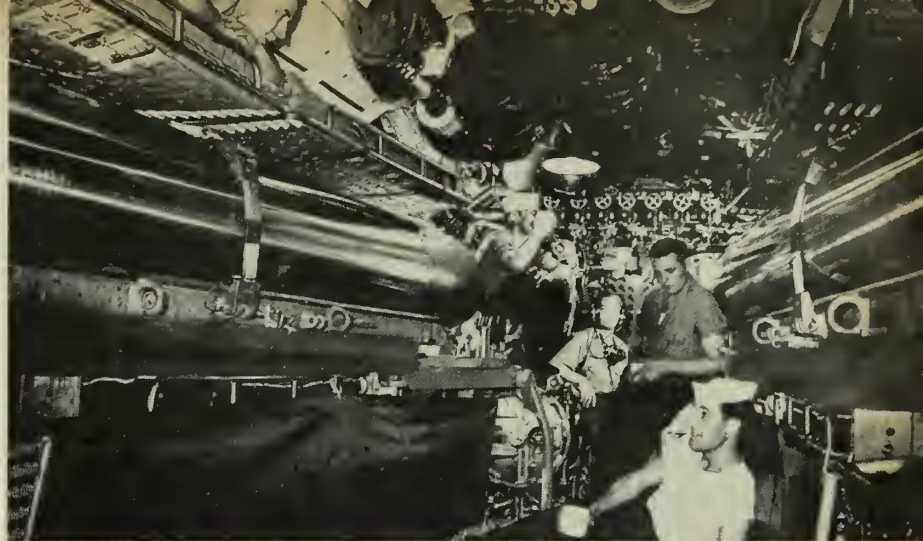
"As a last resort, both scopes were raised for observation, one a few seconds ahead of the other as a feint . . . This completely baffled the bird, and he was last seen peering venomously down the other periscope and his language was unrepeatable . . . We photographed the bird for anti-submarine files and continued the approach."

Despite the interference the submarine scored a hit on the target and sent it to the bottom.

Usually, sea gulls are not the main source of trouble encountered in periscopes.

Such occurrences as dust settling on the lenses, fogging, or water reaching the inner tubing of the periscope are the causes of most troubles.

Outside of a complete rebuilding of a periscope, most maintenance and repair can be performed by opticalmen assigned to the Submarine Force. Initial training is re-



TIME OUT FOR JOE POT. Bluejackets of World War II shown relaxing, after Fleet type submarine 'upped scope' in successful action against Axis fleet.

ceived at the Class "A" Opticalman's School at Great Lakes, Ill. In addition, some of the senior rated Opticalmen are assigned periods of instruction at the factories producing these periscopes.

Usually, the problem can be solved aboard the tenders or at the Submarine Bases at New London, Conn.; and Pearl Harbor, T. H. When the periscope is badly damaged or has to be completely rebuilt, it is usually sent back to the factory.

From factory to submarine to optical repair shops and back to the factory—the complete history of each periscope in the Navy is kept by the Submarine Branch of BuShips.

"It's a sort of 'service record' we keep on each periscope," the man in BuShips explained. "In this record, the periscope's performance, troubles and overhauls are listed. It's a lot like your own service record—what you've done, where you've been, length of service, and so on."

The working of the present day

periscope compared to those of the 1800s is about as different as ham hocks and filet mignon. Besides better vision, today's periscopes have devices that take ranges, measure the speed of various moving objects search the whole sky and vary the magnifying power of the telescopes.

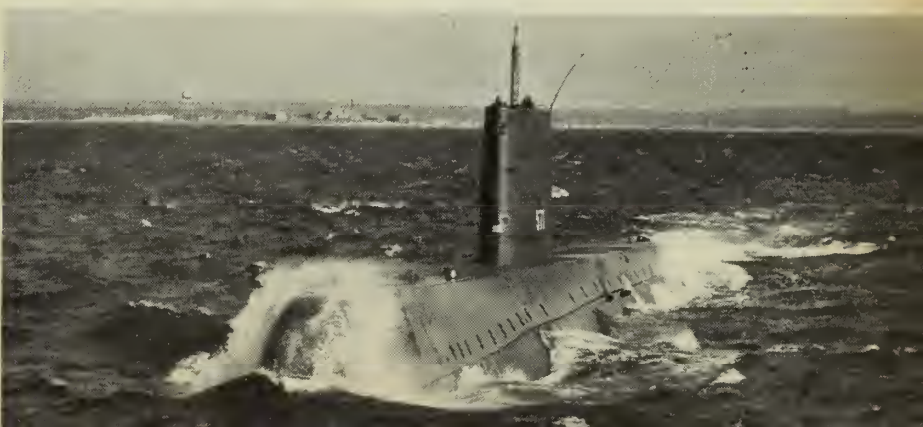
Low magnifying power (1.5x) in the periscopes is used for general observation. High power (6.0x) is used when the commanding officer wants to observe one particular object very closely, such as an enemy ship or bathing beauty.

The 1.5 magnification was selected to give the observer the sensation of viewing with the naked eye. It fools the observer into believing he has as much light as if he were topside and this also compensates for the psychological effect of looking through a narrow tube.

And whether you're looking at a race track, a horserace, taking a picture or tracking a target, you want the best view possible.

—Rudy C. Garcia, JO1, USN

LATEST OF PERISCOPE FLEET, the atomic powered *USS Nautilus* (SSN 571) that has opened new paths for under sea travel, is shown on first sea trials.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **NAVAL PREP SCHOOL**—The annual fleet examination for assignment to the U.S. Naval Preparatory School at

Bainbridge, Md., will be given eligible enlisted Navy and Marine Corps candidates on 5 Jul 1955.

Enlisted men who qualify on the preliminary examination are given approximately six months of instruction at the Prep School, to prepare them to compete successfully in the entrance examinations for the U. S. Naval Academy, which will be given the fourth Wednesday of March 1956. The Secretary of The Navy is authorized to appoint 160 of the men who stand highest on the March exam.

Interested candidates must be nominated for the preliminary

examination by their commanding officer, and must be members of the Regular Navy, Marine Corps or their Reserve components on active duty before 1 Jul 1955. Successful candidates who are ordered to the preparatory school must have obligated service to 1 Jul 1956 or agree to extend to that date.

The preliminary exam, which covers a variety of high school subjects, will be administered locally. Commanding officers may obtain application forms and preliminary exams from their district publications and printing offices.

• **SCHOOL GUARANTEE**—High school graduates signing up for the Regular Navy, providing they meet certain mental and other requirements, may now enlist for class "P" or "A" service school training.

A similar program was in effect a few years ago but was discontinued during the Korean conflict.

High school graduates enlisting under the new program will be assured of an opportunity to attend one of a group of service schools, depending upon the program in which enlisted. They will be tested and interviewed during recruit training and assigned to a class "P" or "A" service school for which best qualified upon completion of training.

The program does not guarantee a specific school (exception is the HSAR program for the Airman class "P" school), but assures the enlistee a school within a group of schools in fields such as electronics, medical-dental, aviation or general.

• **DON'T PLAN ON** using the Bureau of Naval Personnel Central Recreational Fund to finance such items as EM clubs, swimming pools, tennis courts and gymnasiums. As a general rule, this fund is not used for this purpose, although you might have been led to believe otherwise, as noted on page 46 of March 1955 ALL HANDS. Such items should be included in your station's appropriation

under the Shore Station Development Plan.

• **TOXIC MATERIALS**—Instead of using highly toxic chemicals and solvents, BuMed suggests using other less toxic substances that have been found to be just as good.

This advice is contained in BuMed Inst. 6260.4. The instruction covers only the more highly toxic materials: Carbon tetrachloride, benzol (benzene), and tetrachlorethane.

All commanding officers should review closely all requests for these highly toxic materials. Approval should be given only if no substitutes of less toxicity are available.

When approval is granted, necessary safety precautions should be prescribed to prevent any untoward medical condition from developing.

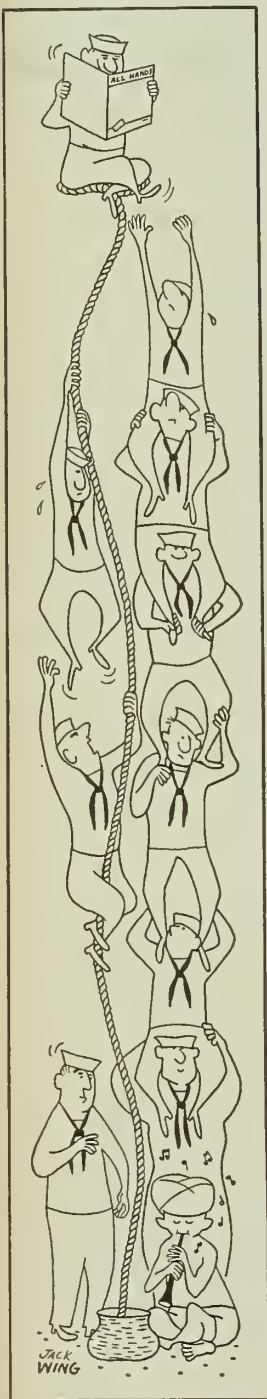
• **REQUESTS FOR MEDALS**—Marines and ex-Marines are reminded that their requests for medals should be addressed to the Commandant, U. S. Marine Corps, Washington 25, D. C. In spite of information to the contrary, Marines should NOT make application for medals to the Chief of Naval Personnel.

If you are a Navyman, be sure to indicate your branch of service, name, Navy service or file number and rank or rate when making your application. Naval personnel should direct their requests to the Chief of Naval Personnel, Washington 25, D. C.

• **NEW WARRANT OFFICERS**—A selection board in the Bureau of Naval Personnel has recommended 499 enlisted personnel of the Regular Navy and Naval Reserve on active duty for appointment to various categories as warrant officers. This new list of recommendations supersedes an earlier list and all future appointments to warrant officer will be made from the new list as vacancies occur.

However, just before the new list of recommendations to warrant was compiled, 11 chief petty officers and one first class were appointed to the temporary grade of warrant officer, W-1. And, in addition to these 12 appointments, there are still 25 previously authorized appointments yet to be effected from the earlier list.

The 12 appointments which were



effective upon acceptance are divided into three classifications: Three CPOs were appointed to the Surface Ordnance Technician classification; one CPO and one first-class machinist's mate were appointed to the Machinist classification and seven CPOs were appointed to the Supply Clerk classification.

• **LIEUTENANTS SELECTED**—A total of 1563 male line lieutenants, junior grade, of the Regular Navy and Naval Reserve on active duty have been recommended for promotion to lieutenant. In addition, 24 Waves of the Regular Navy have also been selected for lieutenant.

Of the male officers, 983 are of the Regular Navy and 580 are Naval Reservists.

Processing for the advancements has begun and officers will be promoted as they become qualified and as vacancies occur in the grade of lieutenant.

There were 47 restricted line officers, two Engineering Duty, three Special Duty and 42 Limited Duty Officers included in the total. The rest were of the unrestricted line.

A total of 1207 Lieutenants, junior grade, of the staff corps of the Regular Navy and Naval Reserve on active duty have been recommended for promotion to lieutenant.

Appointments will be made as their line running mates are advanced.

Of those selected, 269 are of the Regular Navy and 938 in the Naval Reserve. Numbers selected in each staff corps are:

Medical Corps, 524; Medical Service Corps, 97; Dental Corps, 315; Nurse Corps, 101; Supply Corps, 93; Chaplain Corps, 54; Civil Engineer Corps, 23.

• **WRITTEN PROFESSIONAL EXAMS**—

The first group of Navy officers affected by the return to Officer Promotion Examinations are now in the process of taking their exams. These are permanent Regular Navy line lieutenants (junior grade) both male and female, selected for promotion by a board convened last February.

After the board reported its findings, individual written examinations were sent from the Great Lakes Naval Examining Center to each selectee's commanding officer. Upon completion, the examinations will be

forwarded via the Naval Examining Center to the Naval Examining Board for grading. The tests, which are non-competitive, will be scored on a "passed" or "failed" basis.

If an officer fails any of his examination, he will usually be given another chance to take either a similar written test or to appear in person before the Naval Examining Board.

An officer who appears before the Naval Examining Board and is found not professionally qualified for promotion will be in a situation similar to one who has failed to be selected for promotion. In other words, he must again be selected by a later board, and if he fails the written professional test for the second time, he will be subject to separation from the service.

Regular Navy Staff Corps selection boards were scheduled to meet in March and officer promotion examinations followed line examinations by about five weeks. The written professional examination requirements also apply to all women officers, both line and staff.

Officer promotion examinations date back to 1864, but they were eliminated during World War II and the Korean conflict.

Under the new program, officers are urged to take prescribed correspondence courses which will exempt them from taking some of the applicable written exams. It is estimated that an officer who devotes about three hours a week to approved Naval Correspondence Courses will gain full exemption.

In addition to the other requirements, permanently commissioned Regular line male officers and LDOs in the grade of lieutenant and above, must have two years at sea or foreign service in grade, as outlined in BuPers Inst. 1416.2, in order to be eligible for promotion.

The written professional examination requirement does not affect ensigns, captains and admirals.

• **IF YOU WERE** an E-4 on 31 March, you are now entitled to move your dependents at government expense after four or more years' active duty.

E-4s in this category are also entitled to a total shipment of 4500 pounds of household goods. E-4s with less than four years' service on 31 March retain their 3000 pounds' allowance, according to Alnav/8.

QUIZ AWEIGH

Let's take a check on your nautical knowledge. You won't win any special liberty or ship's store chits, but you'll have the satisfaction of knowing that you readily recognize various types of Navy equipment and how they are used. See how well you can "navigate" through these questions to score a 3.5 or better that will place you at the front of the class.



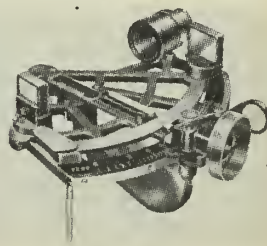
1. The above pictured instrument, found on some U. S. ships, is a (a) clinometer (b) azimuthscope (c) pelorus.

2. This instrument, which is located on the bridge, is used for (a) taking relative bearings (b) measuring the distance to a target (c) measuring the speed of your ship.



3. This piece of equipment is in no way related to sickness although you might think so by its name, which is (a) binnacle (b) syringe (c) stethoscope.

4. If you've answered the previous question correctly, you'll know that it is used for (a) housing the ship's binoculars (b) housing compass and compass corrector equipment (c) housing the ship's chronometer.



5. We're still on the bridge and you see this instrument and know it as a (a) sextant (b) swivel telescope (c) stadimeter.

6. This instrument is used to (a) determine latitude and longitude of your ship (b) sight distant moving objects (c) measure the distance to objects of known height or length.

To see how well you stand in your class of nautical knowledge, check your answers against the correct ones on page 49.



GUNS AND TEAMWORK added up to heroic actions during Korean conflict for which many received the PUC or NUC.

Citations for Bold Ships, Brave Men

IN KOREA the U. S. Navy demonstrated once again that command of the seas is vital to any victory. By denying the use of the seas to the enemy the Navy was able to clear a path for the invasion by ground forces and to maintain lines of communication which enabled the ground and air forces to operate on the remote peninsula.

Each ship and unit did its job in the eviction of the Communist North Koreans from the Republic of Korea. No single unit can be given credit for doing it all. However, just as a naval hero is singled out for outstanding actions, so were certain ships and units of the Navy singled out for awards of the Presidential Unit Citation and the Navy Unit Commendation.

It was not the size of the ship that determined the award. Less than four months after South Korea was invaded, ten U.S. mine sweepers were engaged in a series of events which would win them the PUC for outstanding performance in action.

Here's how it came about: In October of 1950, a huge Navy task

force embarking 50,000 U. S. Army and Marine Corps personnel maneuvered outside of Wonsan Harbor. Wonsan was then the key Communist naval stronghold on the east coast of Korea, and no one of the U. N. forces was quite sure how well it was defended. Since the harbor was so vital to the Communists, it was believed to be heavily mined.

Ten Little Indians

The mine sweepers were called in to see what they could do. It was a big job for the little ships. Wonsan Harbor was no little pond—there were about 400 square miles of water that had to be cleared before the task force could move in. At Okinawa the Navy used about 100 mine sweepers in advance of the invasion forces and at Normandy at least 300 were used but at Wonsan there were only 10.

Of the ten, three were the big steel jobs, *uss Pirate* (AM 275), *uss Pledge* (AM 277) and *uss Incredible* (AM 249). The other seven were wooden-hulled mine sweepers, *uss Redhead* (AMS 34), *uss Kite* (AMS 22), *uss Chatterer* (AMS 40), *uss*

Mockingbird (AMS 27), *uss Partridge* (AMS 31), *uss Merganser* (AMS 26) and *uss Osprey* (AMS 28).

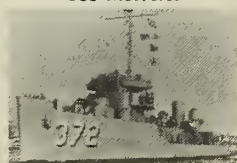
On 9 Oct 1950 a helicopter spotter reported seeing some mines near the outer limits of the harbor. What type of mine, it would be left for the little sweepers to find out. Were they the moored contact type that float a few feet beneath the surface and explode on contact? Were they magnetic mines that lay on the ocean's floor to be triggered by a ship's magnetic field? Were they acoustic mines that detonate from a ship's vibrations? Or were they pressure mines that explode from the pressure of a ship's weight in the water? Or worse yet—could there be a combination of all these types of mines? Time only would tell.

On 10 October the mine sweepers moved to the outer edge of the harbor and made a successful sweep of its outer limits. While the other sweepers were engaged in sweeping, *Chatterer* followed, dropping orange-colored conical Dan buoys to mark the swept channel's edge and *Part-ridge* "rode shotgun" and acted as

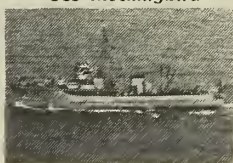
USS Redhead



USS Murrelet



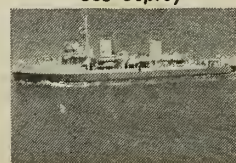
USS Mockingbird



USS Kite



USS Osprey



destructor ship exploding swept up mines with machine guns and rifles. The first day they cleared a channel 200 yards wide and 14 miles in length. Not bad for a day's work.

The next day was spent sweeping outside the harbor and, at a post-sweeping conference, it was decided that the small sweepers would move into the harbor the following day.

But before the "ten little Indians" moved into the harbor, carrier-based *Corsairs* and *Skyraiders* pulled off a "countermining strike" by dropping 100 bombs of the 1000-pound variety into the channel near the inner approaches through which the lead sweepers would pass.

As soon as the waters calmed down after the blasting, the mine sweepers, led by the flagship *Pirate*, passed into the blasted channel. The 800-ton, 185-foot, steel-hulled sweeper was followed by sister ships *Pledge* and *Incredible*. *Redhead*, a 215-ton, 136-foot wooden-hulled sweeper went along on "Danning duty" to mark the channel and *Kite*, sister-ship of *Redhead* "rode shotgun" to fire on the mines as they bobbed to the surface. This group was going after moored contact mines. The other five sweepers remained in the area to sweep for magnetic mines.

Facing the mine sweepers as they moved into the harbor were three major islands: Koto on the right, Reito on the left and Sindo almost directly ahead of them. Nothing was known about their defenses.

The group altered course to the west-southwest in order to pass between the islands and in doing so moved into unswept waters. But before they had even completed their course change, two mines, their cables cut by the sweeping gear, bobbed to the surface astern of *Pirate*. Four more came up, then *Pledge* cut three more. *Incredible* cut three. The waters were thick with mines. Suddenly the sea swelled in an ugly bubble that broke under *Pirate's* keel in a geyser of spray—a mine had bobbed to the surface at her stern. The little sweeper sank in less than four minutes—six men were killed and 43 wounded. *Pledge*,

second ship in formation, immediately cut her sweep gear and put a motor whaleboat over the side to pick up survivors. Rescue operations were complicated by the fact that *Pledge* had to maneuver to avoid mines already cut, and to make matters worse, shore batteries on the nearby islands opened fire on the survivors waiting to be picked up. *Pledge* returned fire with her three-inch and 40mm guns. While maneuvering to turn out of the mine field she struck a mine and sank—seven killed and 40 wounded.

Incredible, the third ship in the formation, was busy picking up survivors from both *Pledge* and *Pirate* and at the same time returning fire



LAYING SMOKE screen in Wonsan harbor mine sweeper slips through heavy artillery from shore battery.

to the Communist shore batteries. However, the concussion and explosions of *Pirate* and *Pledge* were enough to disable *Incredible's* machinery. Upon losing all her power she was forced to anchor within enemy gunfire range in order to avoid going deeper into the mine field. *Kite* and *Redhead* turned to rescue operations and firing at the shore guns.

Meanwhile the other sweepers dropped their sweep gear and moved flank speed to the rescue scene adding their guns to knock out the Communist guns. *Chatterer* and *Mockingbird* went to the aid of *Incredible* which was dead in the water, and towed her to safer waters. The two ships returned to clearing operations and knocking out shore guns. *Incred-*

ible returned to the fight as soon as emergency repairs were made. It was for this job at Wonsan that the little sweepers received the PUC.

PUC for 'Copter Squadron

Other units to receive the PUC for action in Korea included **Helicopter Squadron One**. This unit pioneered the use of helicopters under combat conditions in Korea and participated in every battle against the enemy from 3 Jul 1950 to 27 Jul 1953. At times the unit was obliged to develop its own tactical and operational procedures as it spotted and directed naval gunfire in actual combat. The helicopters also destroyed enemy mines and are credited with the rescue of 429 persons. Many of these rescues were carried out over hostile territory in the face of enemy fire. The whirlbirds transported personnel and tons of mail and supplies. They also relieved destroyers of daylight plane guard duties and maintained 95% availability for assigned missions.

Another helicopter unit to receive the PUC was **Marine Observation Squadron Six**. From 2 Aug 1950 to 27 Jul 1953 this squadron evacuated front-line casualties at unprecedented low altitudes. Flying all hours of the day and night over the rugged mountainous terrain in the face of enemy fire and in all kinds of weather this squadron is credited with saving untold lives and lessening the suffering of many wounded Marines. In addition, the squadron performed day and night artillery spotting, reconnaissance and tactical air control missions on enemy positions, supply lines and troop concentrations.

The PUC was also awarded to **Marine Fighter Squadron 214** and **Marine Fighter Squadron 323** for the periods from 3 to 6 Aug 1950; 8 to 14 Sep 1950; 12 Oct to 26 Nov 1950, and 15 Dec 1950 to 1 Aug 1951. These two squadrons operated continuously in the most advanced areas under enemy fire as they provided close air support for the ground forces.

Flattops Do It Again

Eight of the carriers in action in Korea received the Navy Unit Com-

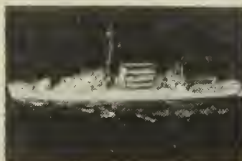
USS Thompson

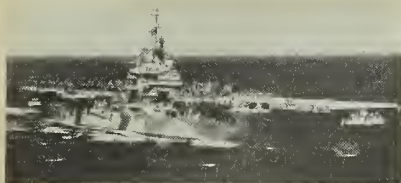
USS Grasp

USS Horace A. Bass

USS Henrico

USS Mt. Katmai





USS Essex



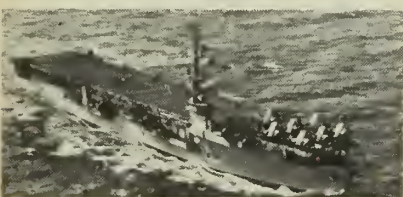
USS Bon Homme Richard



USS Valley Forge



USS Princeton



USS Badoeng Strait



USS Leyte



USS Philippine Sea



USS Mansfield

mentation—an award made by the Secretary of the Navy for outstanding heroism in action against the enemy, or for extremely meritorious service not in combat, but in support of military operations.

The following carriers received the Navy Unit Commendation for the periods listed:

- **USS Badoeng Strait** (CVE 116), 3 Aug 1950 to 1 Aug 1951.
- **USS Bon Homme Richard** (CVA 31), 22 Jun to 18 Dec 1952.
- **USS Essex** (CVA 9), 21 Aug 1951 to 5 Mar 1952.
- **USS Leyte** (CVA 32), 9 Oct 1950 to 19 Jan 1951.
- **USS Philippine Sea** (CVA 47), 4 Aug 1950 to 31 May 1951; 31 Jan to 27 Jul 1953.
- **USS Princeton** (CVS 37) 5 Dec 1950 to 10 Aug 1951; 15 Apr to 18 Oct 1952; 13 Mar to 15 May 1953; and 11 Jun to 27 Jul 1953.
- **USS Sicily** (CVE 118), 3 Aug 1950 to 1 Aug 1951.
- **USS Valley Forge** (CVS 45), 3 Jul to 18 Nov 1950; 11 Dec 1951 to 11 Jun 1952, and 1 Jan to 5 Jun 1953.

These carriers were away from the action only long enough to replenish fuel and ammunition. The group demonstrated that carrier-based close air support is not limited to the assault phases of amphibious landings but can be employed after the landing until the ground battle moves beyond the radius of the aircraft.

Workhorse LSTs Do It Too

Another group to receive the Navy Unit Commendation was Task Element 90.32 consisting of **LST 799**, **LST 857**, **LST 859**, **LST 883**, **LST 898**, **LST 914**, **LST 973**, and **LST 975**, for the period 15 and 16 Sep 1950 in connection with Inchon. Taking part in the initial assault on the fortress they defied enemy gunfire to unload vital supplies and equipment. The LSTs also provided emergency medical treatment for wounded Marines and supported the assault forces with counterbattery fire.

Destroyer Task Element

Another Task Element to receive the NUC for approximately the same

period as the LSTs is Task Element 90.62 for the period 13 to 15 Sep 1950. This group consisted of **USS Mansfield** (DD 728), **USS DeHaven** (DD 727), **USS Henderson** (DD 785), **USS Gurke** (DD 783), **USS Lyman K. Swenson** (DD 729) and **USS Collett** (DD 730).

These destroyers skillfully navigated the dangerous approach to Communist-held Inchon. After entering the strongly fortified harbor the ships anchored within range of hostile guns and delivered a fire attack that reduced the port's defenses and enabled the UN forces to land at Inchon on 15 Sep 1950.

Chinnampo Sweep

A little over a month later Mine Sweeping Boat Unit, Task Element 95.69 received the NUC for the period 29 Oct to 29 Nov 1950—the Chinnampo Sweep. This Task Element consisted of **USS Carmick** (DMS 33), **USS Thompson** (DMS 38), **USS Gull** (AMS 16), **USS Pelican** (AMS 32) and **USS Swallow** (AMS 36).

The Chinnampo sweep operation began at Point Xray, an arbitrary point in the Yellow Sea about 60 miles west of where the first mine lines were actually expected. But for that matter, one point was just as good as another to start the operation since the entire Yellow Sea is ideal for mining because it is so shallow.

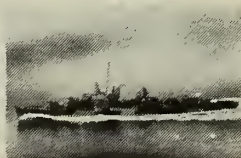
Less than two hours after the Task Element arrived at the scene, the ships were making their first pass through the treacherous waters. The whole operation was complicated by dense fog and strong tidal currents plus freezing temperature and heavy snow. But in spite of these obstacles the Chinnampo sweep was completed without the loss of a single life or ship and 80 mines destroyed.

Another unit to receive a Navy Unit Commendation for operations at the Port of Chinnampo was **Underwater Demolition Team One** for the period from 2 Nov to 1 Dec 1950. By organizing a number of small boat crews to work with a helicopter, this team completed search missions in eight mined areas

USS Henderson



USS DeHaven



USS Lyman K. Swenson



in order to buoy mine lines for later destruction by aircraft and sweepers.

Severely handicapped by extremely muddy waters which cut visibility to less than two feet in the harbor approaches, these flipper-finned frogmen successfully accomplished their job in the face of strong tidal currents and freezing temperatures. When underwater obstacles were visible from the air the boat crews buoyed mines by following directions from a hovering helicopter.

The frogmen also made hydrographic reconnaissance surveys in the swept channels and placed buoys to mark the depth of the channel. With their boat crews acting as mine search parties and armed escort, they also made an exploring sweep of the channel leading to the mouth of the Chongchon River.

Another mine sweeping outfit to receive the NUC was **Minesweeping Boat Division One** for period 7 to 30 Apr 1952; 7 Aug to 2 Sep 1952 and 12 to 15 Oct 1952.

Night Raiders

Underwater Demolition Team One was earlier a member of another group to receive the NUC—the Special Operations Group, Amphibious Group One, Pacific Fleet, for the period 12 to 25 Aug 1950. Besides UDT One this group consisted of *uss H. A. Bass* (APD 124), **Reconnaissance Company** and **First Marine Division, Fleet Marine Force**.

This group conducted night raids against targets approximately 200 miles behind enemy lines on the east coast of Korea. They destroyed railroad tunnels and bridges, thereby disrupting the enemy's main line of communication. In operations off the west coast of Korea from 22 to 25 August the group carried out night beach reconnaissance missions and achieved the hydrographic survey of three enemy-held beaches despite opposition encountered on the last night which forced the party to withdraw under heavy fire.

Two-Time Winners

Three mine sweepers that received the PUC also received the NUC.

- *uss Kite* (AMS 22) for periods 18 to 29 Jul 52 and 15 to 26 Nov 52.
- *uss Osprey* (AMS 28) for pe-



WHIRLBIRDS of Helicopter Squadron One received PUC for pioneering the use of helicopters under combat conditions from July 1950 until July 1953.

riods 16 Apr to 19 May 1952 and 12 to 15 Oct 1952.

- *uss Redhead* (AMS 34) for periods 7 May to 5 Jun 1952; 12 Aug to 8 Sep 1952; and 12 to 15 Oct 1952.

These sweepers were members of the Blockading and Escort mine sweeping group that ventured close to enemy-held beaches. *Kite* went within 350 yards of enemy beaches at Songdo-gap. At Songjin *Osprey* spotted and directed for bombardment ships and aided in the destruction of an enemy train and a truck convoy, railroad bridges and several gun positions. *Redhead* penetrated the harbor at Wonsan further than any ship had gone. It located and rescued two pilots from downed aircraft off the east coast of Korea and is credited with dispersing the concentration of 14 enemy sampans by scoring hits on two of the craft while under bombardment from enemy shore batteries.

The A's Had It

Seven other ships to receive individual NUCs for Korean service are:

- *uss Graffias* (AF 29) for periods 23 Sep to 30 Dec 1950; and 23 Jun 1952 to 9 Mar 1953. During these periods this ship provided outstanding logistic support to combat units in Korea.

- *uss Henrico* (APA 45) for period 15 Sep to 25 Dec 1950. *Henrico* took part in the amphibious assault at Inchon, provided reinforcement units at Wonsan and assisted in evacuation at Hungnam.

- *uss Noble* (APA 218) for period 15 Sep to 25 Dec 1950. She took part in the amphibious assault at Inchon, the landings at Wonsan and redeployment of forces from Wonsan and Hungnam.

- *uss Grasp* (ARS 24) for period 1 Feb to 15 Oct 1951. During this period *Grasp* carried out many difficult towing and salvaging assignments under fire and through difficult currents in extreme weather.

- *uss Cacapon* (AO 52) for period 8 Aug to 27 Dec 1950. *Cacapon* performed continuous refueling operations in the combat area, effect-

USS Gurke

USS Collett

USS Noble

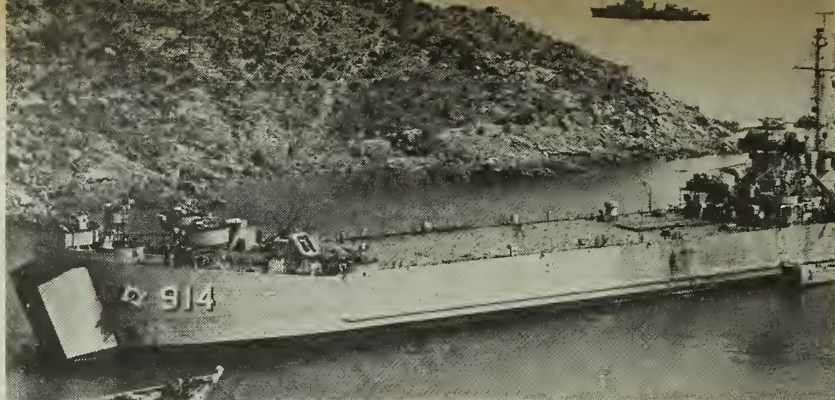
USS Graffias

USS Cacapon





NEPTUNES of Patrol Squadron Six got NUC for recon work. Below: Frogmen were cited for heroic action.



ONE OF EIGHT LSTs to receive NUC for Inchon landing, LST 914 prepares to evacuate Korean refugees. Canadian destroyer stands by for fire support.

ing the replenishment of 255 ships at sea in bad weather, thereby enabling combat ships to stay at sea.

- **uss *Murrelet* (AM 372)** for period 10 to 31 May 1952. She performed mine sweeping and patrol duties under shore fire at Hungnam and Chongjin and is credited with the capture of seven enemy sampans and took 18 prisoners in six days.

- **uss *Mount Katmai* (AE 16)** for period 18 Aug to 28 Dec 1950. Performed continuous rearming operations in the combat zone under extremely adverse weather conditions—supplying 80 combatant ships with a total of 5675 tons of ammunition. For three days she was the only ammunition ship in the Korean War and she transferred 120 tons of ammunition per hour when, under normal conditions, she would transfer 50 tons per hour.

Shore Units.

Three units that were not sea-going also received the NUC.

- **Patrol Squadron Six** for the period 30 Jul 1951 to 16 Jan 1952. *Neptunes* of this squadron performed reconnaissance missions over enemy territory to obtain intelligence information.

- **U. S. Naval Communication Unit 35** for the period 26 Jun to 1 Nov

1950. Contributed to the over-all accomplishment of the mission of U. S. forces operating from Fleet Air Yokosuka during the early phases of the Korean War.

- **U. S. Naval Hospital, Yokosuka, Japan**, for period 5 Dec 1950 to 15 Jan 1951. During this period the hospital treated and hospitalized 5804 war casualties and other patients. Although still in the process of expanding from a 100-bed dispensary to an 800-bed hospital, this unit administered and treated 4312 casualties during the 10-day period from 5-15 December, with 2022 received during the peak period of 6 and 7 December. The staff of the hospital exercised maximum effort in care of its patients although they were already overburdened.

This completes the list of "heroes." None could have done the job alone. Each ship and every man that saw duty in Korea contributed to the United Nations' force that drove the Communist North Koreans back across the 38th parallel. Those who received special recognition were called upon to exercise a little more strength of mind and spirit to encounter danger with fortitude, firmness and courage—they saw their job and they did it. —Ted Sammon

NUC IN THE MAKING as Task Element 90.32 makes the initial assault on the enemy held fortress at Inchon, Korea.





OPEN AIR GARDEN, just one of many swank services at the fabulous Enlisted Men's Club, is enjoyed by servicemen.

World's Most Colorful Whitehat Club

ASK ANY ONE of a hundred thousand servicemen for a description of their most popular club in the Orient and you'll receive a Jambalaya of resounding accolades.

Navymen say it has more gaiety than Paree, more variety than Ziegfeld! To some it's the Casbah transplanted to Japan, to others the boardwalk at Atlantic City or the Great White Way, yet it has plenty of pomp too.

This is the fabulous Enlisted Men's Club at Yokosuka, Japan—the largest, most colorful whitehat's club in the world!

A full meal will cost you less than a bowl of Bowery beans and for less than five bucks you can take your pick of a variety of entertainment.

As one old salt of 21 exclaimed, "Boy! This is one place where a guy with a small sized pocketbook can handle any size appetite."

A casual first visitor to the club might easily be misled into believing he had stumbled into a junior session of the United Nations for the languages he hears are a blend of French and Spanish, Japanese and Danish—and English. This is the popular gathering place not only of

our Navymen, but the servicemen of all the United Nations.

Managing the club and its 306 American and Japanese employees is Chief Petty Officer James L. Southard, USN, a veteran of 15 years' naval service and a man widely experienced in club management. Southard has stewarded, among others, the Commissioned Officer's Mess at San

Diego, Calif., the Non-Commissioned Officer's Club at Recife, Brazil, and the big general mess at the Yokosuka Navy Base from 1945 to 1948.

The club, which does an annual gross business of almost two million dollars a year, has catered to as many as 25,000 servicemen in a single day; a third as many as could be seated in Yankee Stadium or the



FROM BIG AND SMALL ships in the Orient, Navy crews look forward to liberty at Yokosuka, Japan, where famed whitehat club offers fun, food and frolic.



MODERN EXTERIOR of large Enlisted Men's Club houses everything from night clubs to steam baths and caters to as many as 25,000 servicemen in a day.

equivalent of a full Marine Division.

When one assesses the almost unbelievable variety of entertainment housed in this rambling labyrinth, it is not difficult to understand the exuberance of its uniformed customers, or why they have dubbed this club "Waldorf of the Orient."

Southard is eager to conduct visitors on tours of the club "to show them what Commander Fleet Activities and others have done to provide the boys with every imaginable form of wholesome, inexpensive entertainment."

One highly-placed VIP from Dixie on a tour of Japan was duly impressed after such a tour and said, "Man, this place is more fun than a Fish Fry, Southern Style!"

Everything in one section is free. Here, an interested serviceman can learn judo from one of Japan's leading instructors or, if he's not inclined toward the watch-out-boy-I'll-flip-you-on-your-back sport, he can wrestle if he chooses, or box, but in any case he can finish up with a steam bath and a massage.

In the same section there are free

haircuts, shoe shines and a well stocked library, plus a reading room and music bay.

Also "presento," or free, are the offerings of the Enlisted Men's Club Theater. The thousand-seat theater features not only three daily showings of the latest Hollywood flickers but the tops in light and serious stage artistry.

The world-renowned Fujiwara Opera Company has presented its full-dress version of *Madame Butterfly* on several occasions while the lilting strains of Yehudi Menuhin's violin filled the auditorium on another.

At other times a man could have closed his eyes and seen Old Glory wave in Madison Square as he listened in person to the Star Spangled voice of Lucy Monroe; or he could have enjoyed vicariously white tie and tails as contralto Helen Traubel took him to the Met.

These are just a few of the many famous stars who have donated time and talent to the men away from home.

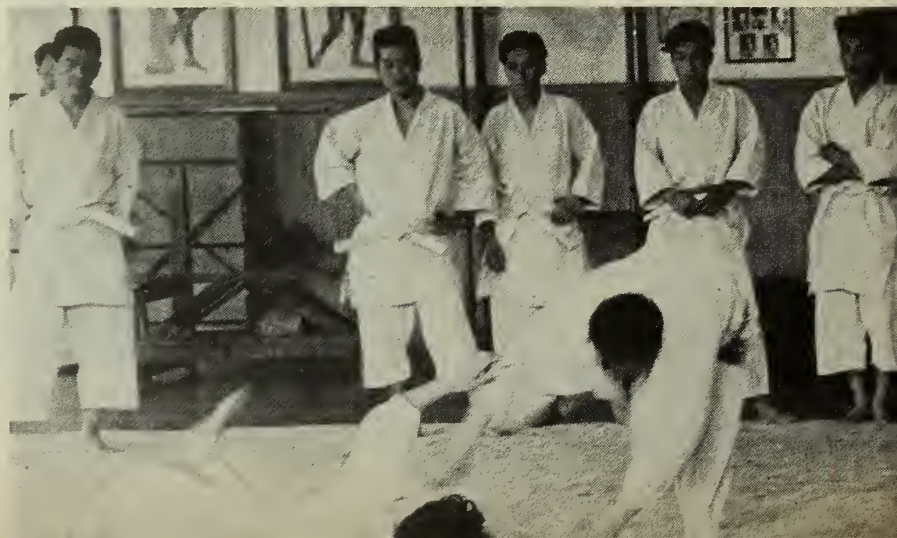
Following the shows, after curtain time entertainment is just as convenient as New York's Broadway, the Loop in Chicago or Market Street in Frisco.

Just a hop, skip, and a jump away the Navyman can dine or dance in one of several rooms, laid out in motifs so discriminating that cafe society could only nod approval.

There's the Skol Room, which is reserved for couples only, while the old-timers enjoy a bit of exclusiveness in their own lounge, the Top Three, for the first three graders. In addition, there are two other party rooms, the Hibachi and Panther Rooms.

Here again, top shows are fea-

TURKEY PASSES INSPECTION by J. L. Southard, CSC, USN, the club's manager. *Right: Judo lessons are given free.*



tured. The best American and Japanese night club acts are engaged for a full hour floor show in each room. Three dance bands alternate between the lounges and for intermission variety, one Texas seaman summed it up neatly:

"That Japanese Hilly Billy Band ain't so bad at that."

From a Texan, this was top pat for the Japanese lads who don ten gallons and boots, take out their git fiddles and violins and give out with "Home on the Range" or "Turkey in the Straw."

A modern new dining room on the second floor, complete with air conditioning, picture gallery, and piped-in Viennese music, serves filet mignon steak dinners with crisp French fries, salad and dessert for a price that would probably titillate an economist—a buck twenty-five. Whole lobster, shrimp and roast prime ribs of beef are other popular items on the menu.

To give a back-home touch, the club management provides a place where sailors can feel as though they were right back there—the snack bar.

If a man's taste runs to moonlight, there's a roof garden or, if he doesn't take to altitude, he'll settle down in the garden patio on the ground floor.

There's even a section in this club where creative talent gets a boost—art classes taught by an artist who has done in bronze the busts of members of the Royal Family.

The club also has a Navy Exchange, a branch of a New York bank for yen exchanges, uniform shop and magazine shop.

The Enlisted Men's Club already has a lengthy history. It had its beginning 75 years ago when the Jap-



DOORWAY TO GOODTIMES where bluejackets of United Nations as well as U.S. gather. Below: Dance is performed during floor show in one of the lounges.

anese built it to entertain visiting royalty, then altered it to house and entertain Nipponese sailors.

At the end of the World War II, when ships of the U. S. Navy were stationed at the former Japanese naval base at Yokosuka, the club was leased for our own service personnel.

Under construction now is the United Nations Room, which when completed will be an artist's inspiration in design.

The club has a permanent force of military policemen. They are seldom called upon to quell disturbances.

Some of the happiest servicemen in these waters are those who have experienced the friendly "I am wanted" feeling which greets them at the Enlisted Men's Club.

Whatever the nationality or language, it means to these United Nations fighting men that here they are truly welcome.

—James K. Cooper, JOC, USN



IN BEST OF SURROUNDINGS a sailor can afford to eat all he wants and (rt.) watch it cook through picture window.



Duty Where Fourteen Nations Meet

WHAT'S IT LIKE?" is usually the first question you ask when being transferred to a new duty billet.

You'll hear some ships and stations described as "regulation," "easygoing," or the question will be answered with the all-important "good food—good liberty" routine.

Add "spit and polish," "security conscious" and "miles of gold braid" to the food and liberty routine and you're describing SACLant—headquarters of the Supreme Allied Commander Atlantic, in Norfolk, Va.

For here, beneath the flags of the 14 NATO nations, you will find well over a hundred officers—many of them in the "scrambled eggs" category—who have reported in from Canada, Denmark, France, the Netherlands, Norway, the United Kingdom and the U. S. to take part in a special defense setup.

Their job is the control of the North Atlantic ocean area and the surrounding coasts. Plans, operations, communications in a dozen languages—the Norfolk headquarters plays a part in all of these and a great deal more.

U. S. Navy whitehats are the operators "behind the scenes" in this multi-national GHQ. Draftsmen, yeomen, personnel men, drivers, journalists, photographers and communications personnel work around the clock in support of the men who make the decisions—men who either must know or must find the answers to such questions as these: Are French carrier aircraft equipped to land on a Dutch flattop? Has a Norwegian tanker the right size hose



SACLANT EMBLEM is well known to white hats who have had special experience of Norfolk duty with NATO.

connections to fuel a Canadian cruiser? Would a vital message from a U. S. destroyer take excessive—perhaps fatal—minutes to be translated aboard a Danish ship?

Simply stated, SACLant is a military sea command set up under the North Atlantic Treaty Organization for the mutual defense of the member nations. Having no sea forces permanently assigned, SACLant does have forces earmarked by the NATO members for immediate call in case of emergency. And officers and men are assigned to SACLant now to insure that immediate integration will be no problem if a combined NATO fleet ever becomes necessary.

Enlisted newcomers to SACLant's Norfolk headquarters soon learn that the SACLant personnel and administrative offices do not perform the

usual functions and that while they are reporting to SACLant for duty they will be carried on the roster of CinCLant's Flag Administrative Unit. (ADM Jerauld Wright, usn, who holds the top job in NATO's Atlantic command, is also Commander in Chief of the U. S. Navy's Atlantic Fleet.) And there's another thing they soon learn: Military courtesy is strictly observed.

A seaman turning into a main corridor from a side door or passageway may bump into another seaman—but he is just as likely to bump into a four-star admiral. Recently a group of sailors, clustered around the "pop" and candy machines for an after-hours "pick-me-up," were startled when Admiral Wright walked briskly around the corner and through their midst. Digging a dime out of his pocket, the admiral headed for a nearby telephone booth—just like any other SACLant man making an unofficial call.

SACLant's staff is broken down into the following six groups:

- *Personnel and Administration*
- *Intelligence*
- *Plans, Policy and Operations*
- *Logistics*
- *Budget and finance*
- *Communications*

Largest of these divisions is Plans, Policy and Operations, where policy is formed and plans are developed for North Atlantic ocean area defense in accordance with guidance from higher NATO authority and in coordination with other NATO commanders and national authorities.

GOLD BRAID OF ALL KINDS is plentiful at Norfolk NATO headquarters where Navymen of many countries work.



Enlisted personnel working in this unit figuratively have seats on the "50-yard line" as they process material relative to combined training operations and development of command organizations and relationships. They work for officers who have participated in planning some of the largest and most extensive maritime training exercises and amphibious maneuvers ever to be held in peacetime.

Peculiar problems in standardizing equipment and in techniques of inter-relationship are met in SACLant's second largest division: Logistics. Here lies the responsibility for logistical support and the recommendation of actions necessary to discharge such responsibilities in peacetime and wartime.

SACLant's personnel and administrative offices operate both for the staff and the command as a whole. In addition to their other duties, personnel of this division take charge of headquarters "housekeeping" and secretarial activities, as well as procurement of supplies, services and equipment needed in the maintenance of the various specialized departments of the headquarters.

Communications to and from many nations and commands are processed through SACLant's communications section. A constant search for improved techniques is carried on behind the steady hum of machines passing and receiving the "word." Communications practices must be NATO-wide in their acceptance and, when they are of a military nature, must be dealt with by the Standing Group of NATO. The Standing Group is a three-member body of the Military Representative Committee, set up to facilitate committee work when the main body is not in session. This group counts heavily on SACLant for recommendations in the maritime communications field, and for the testing of agreed practices through training exercises.

A steady flow of intelligence reports is maintained between the Allied Command Atlantic, member-nation military staffs and NATO's Standing Group. But the intelligence is not all classified—teletype machines bring in a constant stream of press news, and a reading room is stocked with the latest publications from the U. S. and abroad.

Banker and bookkeeper for the



ENTRANCE OF SACLANT headquarters is doorway to different and interesting duty where nautical knowledge and tales of other countries are swapped.

Atlantic command is the Budget and Finance division. Financing of the various subordinate headquarters of SACLant and control of their expenditures are shared by all 14 NATO nations, thereby complicating even the simplest financial problems. Bills arriving at the division for payment are just as likely to be in francs or pounds as in dollars.

SACLant's enlisted Navymen find a number of problems—and opportunities—in working with a command staffed by officers wearing the uniforms of eight navies, four air forces, three armies and two marine corps, as well as a number of specially-chosen civilians.

First of all, strict security clearance is required for most SACLant sailors, and they must carry special identification cards when entering almost all of the passageways and offices. U. S. Marines standing sentry duty at passageway entrances and office doors must and do see these passes before permitting any officer, civilian or sailor to enter. Visitors from other commands are admitted to the SACLant area only with a staff escort.

One of the restricted areas—and

a unique assignment for U. S. Navy-men—is the "Secretariat." Its functions resemble those of a general office, but with a difference. Aside from such routine tasks as filing, mimeographing, serializing and rout-

DRAFTING CHARTS and tables for defense system of the Atlantic is one of the many jobs done by bluejackets.





FOURTEEN FLAGS of the NATO nations are flown daily in the command's flag area. Below: Sailors use logarithms with computing machine for NATO answers.



ing material ranging from routine to top secret, this office also handles such matters as translating material into French, the second of NATO's two official languages.

Included in Secretariat machines is a typewriter equipped to "speak" French, and used to process material turned out by three translators on the staff. One of these is an attractive French girl, now married to an AirLant sailor, and one is a French Navy lieutenant. The third is a Wave lieutenant who would be a whiz at word games in French, Italian or English.

"But differences between English-English and American-English also pop up to confuse SACLant personnel," according to one member of the staff. "For instance, when the

English say something about a 'hard stand' they are referring to what we ordinarily call a parking lot."

That confusion is mild, however, compared to what happens to the postoffices, both at headquarters and in Norfolk. When a package to another country is accepted at the headquarters postoffice window, the sailor processing it must be aware of the varying postal rates, customs, and procedures in the country of destination and must handle it accordingly.

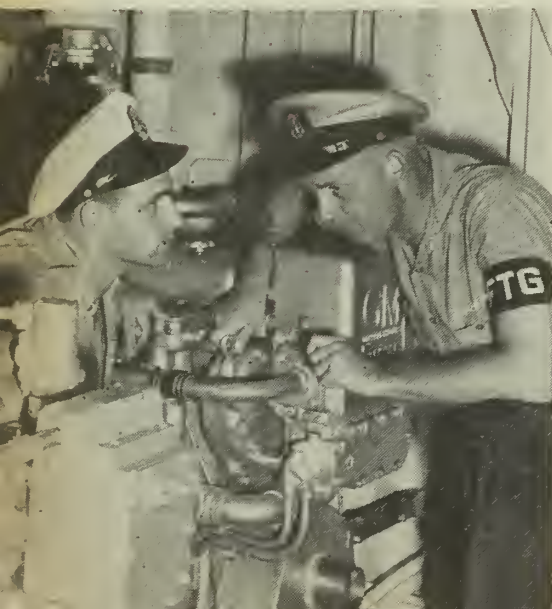
"Stumped" officials at the Norfolk postoffice usually settle their difficulty by calling or writing the SACLant postoffice when an unfamiliar problem dealing with international postal systems or personnel comes up.

Usually the problem is a piece of mail which has arrived in Norfolk from another country, but with insufficient or illegible address. The mail may be for someone at the nearby Armed Forces Staff College, a sailor on one of the many foreign ships in the Norfolk area, or the package or envelope may need to be forwarded to another part of the world.

Recently, an officer from one of the European NATO nations stopped by to report that a package he had mailed home to his wife had not been delivered. Since the package was neither insured nor registered, it could not be traced. Upon learning this he told the clerk, "Well, I would have insured them if I had known they were going to be lost."

Despite the problems, however, Navy men who serve with SACLant

NATO NAVYMEN get together. Belgian and U. S. Chiefs talk shop. Right: Canadian sailors take in mooring line.





WHITE HAT AMBASSADOR is role enjoyed at SACLant and all over the world. Good will is spread in many ways. 'Spot of tea' is shared on British DD. Center: Dutch Chief enjoys 'Joe Pot.' Right: U. S. and French sailors swap chapeaux.

are proud of their assignment. The blue and gold NATO-SACLant emblem inlaid in the "quarterdeck" in front of the red brick buildings which once were the Norfolk Naval Hospital—the flag area shadowed by the banners of 14 nations and alive with ceremonies observing the national holidays of those nations, the arrival of ranking visitors and morning and evening colors—even the security passes which they must carry, serve to remind the SACLant sailor that he is a part of history's first international ocean command, a command which is designed as another effective deterrent to the possibility of another world war.

—Joe M. Law, JO1, USN

Sailor of Many Tongues Is a Natural for Mutual Defense Duty

Navymen or foreign stations who spend their spare time learning "skosh" Japanese—or French, Spanish or most any other lingo—are likely to have a chance to use their knowledge some day.

Take the case of Albert Burelle, MEC, USN. He learned English and French before entering the Army in 1934. When transferred to Panama, Burelle learned Spanish.

From Panama he was transferred to China. There Burelle began studying his fourth language. He also served a term on Corregidor, Philippine Islands, and learned yet another tongue—Tagalog, a major

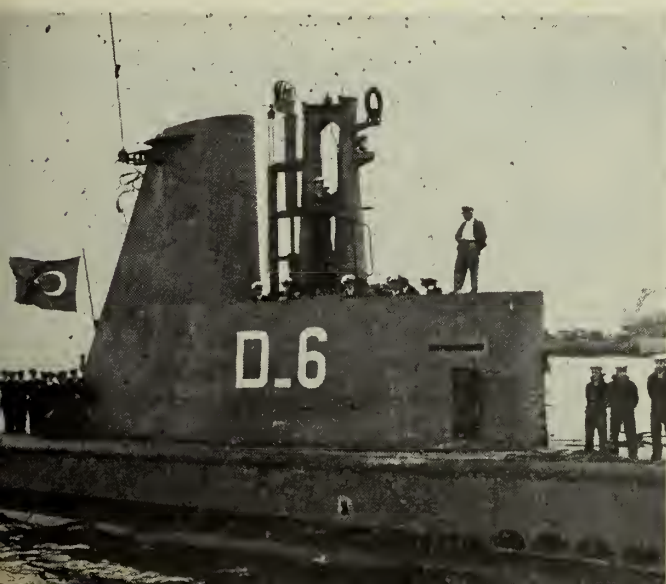
Filipino language.

Burelle then learned German in California while serving as a civilian guard of German POWs.

Joining the Navy in 1942, Chief Burelle eventually turned up in Japan for duty at Sasebo and Yokosuka. Naturally he learned Japanese.

In view of his language ability it's not surprising to find that Burelle is now a key figure in the Navy's Mutual Defense Assistance Program activities in San Diego, Calif. With Fleet Training Group, Burelle acts as chief training supervisor and interpreter for foreign Navymen.

SACLANT FLEET draws power from 14 nations. Left: Turkish sub enters U. S. port. Right: Piping aboard Italian style.





FIRE FIGHTING instructions are given summer-sailors. Right: Recruits meet 'Handy Billy' during ship board drill.



GROUND TACKLE is explained with model during 90-day course. Below: Survival swimming is given at NAS.



Part-Time Sailors Learn

YOU KNOW, 'BOATS,' these men *do* have salt on them!"

That's the sort of comment you're likely to hear about Naval Reservists who have graduated from the relatively new accelerated recruit training program.

The program — originated by the Naval Air Reserve Training Command in 1950 and expanded to include surface units in 1954 — has gone a long way toward exploding the myth that the Navy's part-time sailors aren't really sailors.

Accelerated recruit training, a volunteer program for Naval Reservists, has several primary objectives:

One of the most important, perhaps, is to provide a growing pool of potential USNR petty officers.

Another is the rapid indoctrination of young Reservists in Navy customs

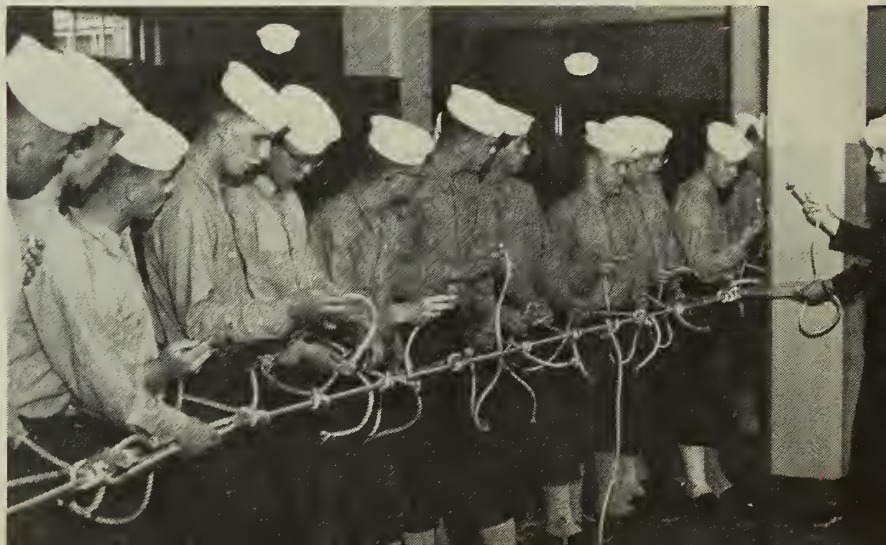
and traditions which provides them with a pretty solid knowledge of what it's all about.

This background will stand them in good stead when they are ordered to report for extended tours of active duty. At the same time, it will enhance their value to their individual units.

Finally, accelerated recruit training enables qualified Reservists to climb more rapidly up the rating ladder. Those who successfully complete the course are given the examination for advancement to pay grade E-2. If they pass the exam, they are advanced to seaman apprentice. Thus they may cut several months from the nine-month period normally required for advancement from SR to SA.

How does the program work for

KNOTS TO THE RECRUITS are tying problems. Here, men in training at Sand Point NAS learn the salty art of tying the line from G. P. Kaempher, BM1, USN.





NAVAL RESERVE BLIMP, K-125, is secured by recruits in the concentrated training program for Reservists at Seattle.

Seamanship on the Double

Reservists under the district commandants?

Current policy enables district commandants to order Reserve recruits—as they become available—to the Recruit Training Commands. The RTCs are located at Bainbridge, Md.; Great Lakes, Ill.; and San Diego, Calif.

Most of the men who take part in the program are 17- and 18-year olds, often just out of high school. When they enlist in the Naval Reserve, they are given the word on accelerated training and the opportunity to volunteer for the program. Qualified volunteers are ordered to report to the RTC as quotas become available.

To be eligible, Reservists in pay grade E-1 must have enrolled in either the Surface, Seabee, Naval Security Group or Electronics program not more than 75 days before the date they are ordered to report for accelerated training.

In addition, they must have a minimum combined GCT/ARI score of 100. Recruits also must have completed certain pretraining duty requirements.

Originally, the training curriculum consisted of classes covering the "hard core" of basic training offered to Regular Navy recruits. Reservists were organized into separate USNR companies at the Recruit Training Commands at specified times during the year.

As it became apparent that the program should be expanded, it was decided to discontinue the practice of establishing these separate USNR

recruit companies. Instead, Reservists are ordered to the RTCs as they become available, are integrated into the Regular Navy recruit companies and complete the regular nine-week basic training curriculum.

The Naval Air Reserve conducts the aviation accelerated training program at various stations throughout the command. Approximately 3000 enlisted men—all volunteers—take part in this 90-day training each year.

The accelerated training program conducted by NARTC, however, consists of two levels of training—one for advancement to airman apprentice and airman, the other to petty officer third class.

At NAS Seattle, for example, two schools operate simultaneously—the Recruit Airman School to qualify "weekend warriors" in pay grade E-1 for advancement to AA and subsequently to AN, and the Basic Rate School to qualify men in pay grade E-3 for advancement to AM3 and AE3.

Nearly every aviation rating is covered at one naval air station or another. Reservists are "airlifted" to the nearest NAS conducting training for the rating desired.

Reservists who attend the Recruit Airman School are given a standardized AA examination during the course and the AN exam at the conclusion of the training period. Upon "graduation," those who qualify are advanced to AA and, after six months in pay grade E-2—if they fulfill drill requirements—they are advanced to pay grade E-3. Students



SALTY WORD is passed sailors during training in naval operations aboard USS Charles E. Brannon (DE 446).



IN RIFLE DRILL Reserve recruits learn how to hit rifles together in salty style for the day they strut their stuff with others on the parade ground.



PASSING THE WORD with the flags is learned during practice session. Below: Ninety-day sailors stand a muster on bow of USS Helena (CA 75) prior to tour.



at the Basic Rate School are given a locally prepared exam at the conclusion of their course. If qualified, they are advanced to PO3 after completing six months in pay grade E-3 and fulfilling the necessary drill requirements.

NAS Seattle conducts two such programs each year. The first starts in the middle of March and continues into June. The second course begins at the close of the school year for the local high schools—usually in mid-June—and finishes in September.

Every effort is made to make the training as nearly as possible like that given at the Recruit Training Commands and Class A schools.

The trainee has his day completely scheduled from 1600 to 2200. His curriculum includes formal theoretical classroom instruction, practical factors, military drill, compartment cleaning, mess cooking and supervised study.

In addition, he takes part in supervised athletics, local parades and military ceremonies. If he's a musician, he may be a member of the company band.

To add a dash more of salty flavor to the recruits short cruises are scheduled whenever possible. For example, trainees at NAS Seattle undertake a two-day cruise aboard a DD or DE. The time spent aboard ship is all "under instruction" time, with classes on seamanship, practice firing and mock attack. The trainees also get a chance to make liberty in another port—usually Vancouver, British Columbia.

The reaction to the accelerated training programs has been favorable all along the line. Those conducting the courses report on the fine *esprit de corps* and general competence of the trainees.

The trainees themselves are quick to praise the program and to pass the word along in their communities. The increasing number of volunteers is another indication of the success of the program.

More important, however, is the enthusiastic reaction of the "parent" Naval Reserve units—to which the trainees return after they complete their course.

It doesn't require a Sherlock Holmes to deduce that the objectives of the accelerated recruit training program are being achieved.

LETTERS TO THE EDITOR

Time for Advancement

SIR: BuPers Inst. 1414.2 states that service requirements for advancement in rating are as specified in the table in Art. C-7204(3), *BuPers Manual*. This article states that the service requirements for advancement to pay-grade E-16 are 12 months in next lower pay grade and 36 months' total active service.

It is my understanding that a man who has broken service of more than three months, but who has completed 12 months of continuous active duty in pay grade E-5 on his current enlistment is not eligible for advancement until he has also completed the 36 months' total active service under continuous service conditions.

My chief says it is not necessary to have the 36 months' active service under continuous service conditions, as long as the man has completed the 12 months' continuous active duty in pay grade E-5 on his current enlistment. Who is right?—M. R. R., YN2, USN.

• *The chief is right. The 36 months' total active service need not be continuous.*

In the case you described, a man with broken service would be required to fulfill one year in pay grade E-5 provided he completed at least two years' active service in his previous enlistment to be eligible for advancement to pay grade E-6.—Ed.

Duty That's Tough on Uniforms

SIR: I am one of the enlisted men on board ship whose duties require work in the battery locker. Working in this area compels me to be in frequent contact with acid—a situation which makes it almost impossible for me to wear the same clothing more than three or four times.

I am wondering if there isn't some sort of provision to supply men like me with extra pay or clothing for work of this sort?—W. R. G., EM3, USN.

• *Based upon a commanding officer's determination that the assigned duties of certain personnel are unusually destructive to clothing, Article 42133.9 of "BuSandA Manual" authorizes the issue of clothing and small stores for use at ships or stations at no cost to the individuals involved. This article specifically mentions "handling lead acid storage batteries" as a type of duty unusually destructive to clothing.—Ed.*

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, 25, D. C.

Reenlistment Allowance and Bonus

SIR: I reenlisted on 18 Dec 1951 for six years. I elected to take the option of \$60 per year for the six years in advance—a total of \$360. However, when I was released to inactive duty on 1 Oct 1954, the Disbursing Officer checked my pay for \$192 because I had only served two years and nine months of the six years. This left me \$168 out of \$360. Now my question is this—is it possible for me to submit a claim for a reenlistment bonus for the three years that I served from 18 Dec 1948 to 17 Dec 1951?—J. T. R., HMC, USNR.

• *You had no choice between a reenlistment allowance and a reenlistment bonus under the provisions of the Career Compensation Act of 1949 which were in effect on 18 Dec 1951 when you reenlisted. You were required to receive the greater of the gratuities. The authorization and payment of a reenlistment bonus at that time (as the greater gratuity) nullified any later entitlement to a reenlistment allowance on the basis of the same reenlistment. Accordingly, the submission of a claim for a reenlistment allowance for the period from 18 Dec 1948 through 17 Dec 1951 would serve no useful purpose.*

You should note that the reenlistment bonus of \$168 retained by you at the time of your release from active duty on 1 Oct 1954 is a larger amount than the reenlistment allowance of \$150 (three years times \$50) for which you desire to submit a claim.—Ed.

Dependent Travel

SIR: In December 1954 I was married and brought my wife to my present duty station. In June 1955, I will reenlist for the first time, for six more years. At that time, will my wife be entitled to travel pay to our home town or place of my first enlistment even though she may not actually travel there when I re-enlist?—F. E. C., AK1, USN.

• *No. Your dependents are entitled to reimbursement only for travel actually performed when incident to a permanent change of station.—Ed.*

After 0900 It Counts as Leave

SIR: I have a question about a problem that comes up aboard our ship quite often and has never really been settled. Maybe you can help us out with this question.

If a man gets orders for permanent transfer with no travel time or proceed time involved, just delay en route to count as leave, does the last day of leave count as leave if he reports in before 0900?—L. N. B., DK3, USN.

• *If a man gets orders for permanent transfer such as you describe, and reports in BEFORE 0900, the last day is a day of duty. If he reports AFTER 0900 it would be a day of leave.*

Several examples of computations of leave en route during execution of orders (including the above) are contained in Article C-5318, Change No. 13, "BuPers Manual."—Ed.

Weather Data in Deck Logs

SIR: I would like to get some information on smooth deck logs. First of all, does a ship have to complete "weather data" on the reverse side of logs, when in company of the Senior Officer Present Afloat (SOPA)? I've heard of some ships that submit weather data with the notation "Same weather conditions as reported by SOPA."

Secondly, in reporting courses and speeds is it necessary to show the degree sign after the course?—W. A. D., YN1, USNR.

• *Except for certain ships which are authorized by the Chief of Naval Personnel to discontinue weather data in the smooth deck log because of limited operations or restricted assignment, all ships are required to complete weather data in the smooth deck log, whether operating independently or in company with SOPA. Instructions for entry of weather data in the deck log are contained in the rough deck log form itself.*

Since all courses and bearings are recorded by degree, it is not necessary to enter the degree sign after the numerals. Revised instructions to be promulgated in the near future, provide that all courses and bearings will be interpreted as "degree true" unless otherwise designated. In this connection, only numerals are required to be entered in the smooth deck log to indicate true course or bearing.—Ed.

Sailors of Many Navies Helped to Build Oasis in the Desert



SOMEWHERE ALONG THE SUEZ these Navymen of USS *Tarawa* (CVA 40) will pass a desert garden growing as a monument to a brave young woman.

SIR: The photograph on page 10 of the January *ALL HANDS* which shows sailors in USS *Tarawa* (CVA 40) looking ashore at a *gare* or canalside station on the Suez Canal, brings back a vagrant recollection of old days and a very brave and outstanding person that some of the old timers may remember.

During World War I most of the facilities of the Suez Canal were operated by French government civil service personnel who were often retired or semi-disabled navy and army officers. One war-crippled young Frenchman had charge of a *gare* somewhere between Port Said and Ismailia, living there with his attractive young wife and a handful of native workers. Their station consisted of a wharf, some whitewashed, red-tiled buildings and a fence enclosing about an acre of sterile, salt-impregnated sand where two or three straggly palm trees tried to live. At least that is the way it looked the first time I saw it.

The *gare* was one of several where south-bound ships would tie up to allow north-bound ships to pass. A government water pipeline paralleled the canal and while waiting, ships would rig hoses and replenish their fresh water tanks. The *chef-de-gare* spoke little English and his war wounds became more crippling as time went on. It got to the point where he was forced to spend most of his time sitting in his wheel-chair, tended by a native boy. Determined

to help him keep their steady government job, his wife, dressed in a dazzling white drill skirt, blouse and a pith helmet, took over the daily routine. She would direct the native workers in taking a ship's line, meter the water taken and often board the ship to get the receipt for services rendered.

I never learned, or in subsequent years have forgotten, the couple's name. But the memory of that young woman still lives on. She was very pretty, vivacious, spoke English and made a great impression on the many sailors she came in contact with during those years.

At the time I was a young Q/S in the British Royal Navy, serving in HMS *Lunka*, on the East Indies station and our ship moored at the young couple's *gare* several times during the years 1915-16.

Invariably the CO and other officers would invite the *Mme.* to the wardroom for a drink, but instead she would invite them, and everyone else including line-tenders, stokers tending hose and other personnel, to go to their shady porch, meet her husband and drink unlimited glasses of iced fresh limeade, a great treat in those days. In addition she would serve big, sweet, ripe native dates, little rice cakes and so forth.

Ships of many nations called there and to each she extended this cordial little interlude of refreshment to men a long ways from home. Many times she was offered payment—in lire,

francs, dollars, rupees or whatnot—but she always refused.

Whenever someone offered her payment she would laugh and reply, "All I want is dirt." And she meant it. She didn't care how much just so long as it was good dirt. A box or sackful, a barrel or drumful, all were welcome. For there wasn't any dirt near her home, just endless miles of sand.

Everyone would promise to bring some dirt along the next trip, and while many forgot, an equal number remembered. We did remember, and I'll never forget the look of appreciation on her face when we trundled three 50-gallon drums of rich, black earth from Colombo, Ceylon, down the wharf for her. In addition, the executive officer brought some lemon and mango-tree slips from his home in Bombay.

The lady had her boys dig out sand, fill the hole with dirt and plant a tree or brush, shrub or flower in the little bit of land. They had plenty of fresh water and in time the spot became a veritable show place, set in the midst of those endless desert wastes, with tamarisk, bougainvillea, citrus fruits, figs, date palms, roses and lilacs from England, poplars from France and many other equally wonderful plants.

That was a long time ago and your picture jogged my memory and made me wonder if the trees that were in the right of the picture are some of the same ones I saw planted so tenderly. Whether they are or not, I am sure that somewhere along the Suez there is a beautiful memorial to a very brave woman who literally brought to life again the quotation from Isaiah: "And the desert shall rejoice and blossom as the rose."—L. M. Kerrison, BMGC, USNR.

• *That's quite a story, chief, and we feel sure that a great many of our older readers will remember your "Mme." And the younger ones who are heading that way now or in the future will no doubt be keeping an eye cocked toward the shore as they go through the canal, wondering if they can spot the "gare" you described, and hoping that they may catch a glimpse of a white-clad lady busily putting in a new plant.*—ED.

Chances for Advancement

SIR: I would like some information about the examination for advancement to SD2 that was given last August. My score was 41 and I don't know if I passed or failed. All I know is that I didn't make SD2! Can you give me any information?—B. A. H., SD3, usn.

• A review of the August 1954 ex-

amination results reveals that you passed your examination with a mark of 65 and final multiple score of 7716. The numerical indicator of 41 on your examination results indicates that you passed the exam but cannot be advanced due to quota restrictions.

Because of the additional work that would be required to furnish all exam-

ination participants with detailed information concerning their exam such information cannot be furnished in individual cases. Although you passed the exam last year you will still have to take it again this August in order to be eligible for SD2. Since you had a good score last year you should be able to improve your chances this year.—ED.

Taxes and Mess Bills

SIR: I am confused by certain statements in the Tax Section of the March ALL HANDS. On page 52 you state that the basic allowance for subsistence need not be reported as "gross income," elsewhere on the same page you say that mess bills afloat may be deducted from the gross income, if the officer is actually maintaining a home ashore.

Those two statements give me the impression that my subsistence allowance need not be reported in computing gross income, and that I also may deduct my entire mess bill from my income, so long as I am on duty afloat and maintaining a home ashore. Is that correct? —B. R. T., LT, USN.

• *Negative. While your subsistence allowance need not be reported in your gross income, an officer (with or without dependents) who actually maintains a home ashore while on duty afloat may deduct only the excess of the amount expended for mess bills over the amount of his total subsistence allowance. The existence of a "home" is a question of fact to be determined in each individual case. If an officer does not have a "home" the difference between the amount paid for mess bills and the subsistence allowance received is not deductible.*

For instance, as an officer you draw a subsistence allowance of \$47.88 per month. Suppose you are maintaining a home ashore (as defined by the Commissioner of Internal Revenue) and are on duty afloat. If your mess bill for a particular month is \$55.12, then you are entitled to an income tax deduction of \$7.24 for that month—the difference between your mess bill and your subsistence allowance.—ED.

Good Conduct Medals Are Available

SIR: While reading your "Letters to the Editor" recently, it occurred to me that you would know where I can get a Good Conduct Medal. My recommendation for the medal has been approved, but I am told that the Navy has run out of the medals themselves.

I will be leaving the naval service in the near future, and would like to have the medal before I'm discharged.—A. P., CS3, USN.

• *Issuance of Good Conduct Medals was temporarily discontinued pending a replenishment of the Navy's supply of the medals. The medals are now available and BuPers is in the process of forwarding them to eligible personnel. Yours has been forwarded to your commanding officer for delivery to you.*

Incidentally, had you already been discharged, the medal would have been forwarded to the home address you listed at time of separation.—ED.

Retention of NROTC Officer

SIR: May I apply for retention in a career status as a Civil Engineering Corps officer (5105) under the provi-



CPOs OF USS ULVERT M. MOORE (DE 442) stand as sideboys to pipe over the side fellow Chief Daniel L. Olsen, MMC, USN, at end of his 20-year career.

sions of either BuPers Inst. 1520.5B or 1120.12C?

I was appointed ensign (1100) from the regular NROTC program on 6 Jun 1952 upon my graduation from college. Since then I have served 22 months on sea duty and six months at my present shore duty station.

Neither of the instructions mentioned specifically authorizes officers in my category to make application for retention, although both imply this possibility.

Any clarification of this matter will be greatly appreciated.—J.W.H., LTJG, USN.

• *At this late date you may not apply for retention as a career CEC officer under the provisions of BuPers*

Inst. 1520.5B. The last selection board convened under that instruction met in July 1954; the next selection board is scheduled to meet in July 1955.

You must indicate your desires in regard to retention as a regular career officer and be considered before 1 Apr 1955. Therefore, by July 1955 you will not come under the provisions of Instruction 1520.5B, since you will be either inactive or a regular career (1100) officer.

Also, Inst. 1520.5B does not provide for appointing NROTC graduates as Code 5105 (Reserve CEC Officer) upon release from active duty.

BuPers Inst. 1120.12C applies only to Reserve officers and temporary Regular Navy officers.—ED.

RECRUIT VARIETY SHOW at Great Lakes ends with Myron Owens, Jr., Edward Blake, and Erwin Briggs, Jr. lining up for autograph from singer Betty Mattson.



News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• **50th Seabees**—A reunion of former doctors and corpsmen of the original medical corps attached to the 50th Seabees on Midway Island during 1943-44 will be held in July. For further information, contact Jack Hexter, 21 Circle Drive, Norristown, Pa.

• **78th Naval Construction Battalion**—The third annual reunion will be held 28 May at Hotel Statler, New York City. Write to Mr. Edwin Bush, 60 Longview Ave., White Plains, N. Y.

• **91st Seabees**—A reunion will be held at the Parmley Hotel, Painesville, Ohio, on 27, 28 and 29 May. For information write to N. P. Sercombe, 516 N. Milwaukee St., Jackson, Mich.

• **Waves**—A reunion of all active, reserve and inactive Waves and Yeomanettes will be held at Hotel di Lido, Miami Beach, Fla., on 29, 30 and 31 July. Full information may be obtained by writing to Mary W. Malone, 893 N. E. 82nd St., Miami 38, Fla.

• **uss Nevada (BB 36)**—The second annual reunion of all former crew members will be held 6 August at the Lafayette Hotel, Long Beach, Calif. Contact William E. Larsen, 4246 Campbell Drive, Los Angeles 6, Calif.

• **uss Washington (BB 56)**—The second reunion will be held 1 through 4 July at Fort Hayes Hotel, Columbus, Ohio. For information write to John A. Brown, 121 E. 11th Ave., Columbus 1, Ohio.

• **Group CVLG (n) 41, USS Independence (CVL 22)**—A reunion of former members who operated off Independence during World War II will be held 1 through 4 July at Hotel Lancaster, Lancaster, Ohio. Further information may be obtained from Mose M. Williams, 4796 Hayden Falls Blvd., Columbus 21, Ohio.

• **52nd Seabees**—The eighth annual

reunion will be held 5, 6 and 7 August at the Rice Hotel, Houston, Tex. Those interested may contact Mr. C. E. Brock, 402 Loper St., Houston 17, Tex.

• **uss Owen (DD 536)**—The eighth reunion of World War II personnel who served on board will be held 3, 4 and 5 September, at Barlum Hotel, Detroit, Mich. For details write to Henry Zwick, 3919 Ravenswood, Chicago, Ill.

• **82nd Seabees**—The 519 CBMU and women's auxiliary will hold their ninth annual reunion 30 September and 1 and 2 October at Benjamin Franklin Hotel, Philadelphia, Pa. Contact Mike Mostack, 640 E. Wishair St., Philadelphia 34, Pa., or James Greenwood, 147 Bathurst Ave., North Arlington, N. J.

• **uss Charrette (DD 581)**—It is proposed to have a reunion of the men who served on board this ship during World War II, with time and place to be designated by mutual consent. If interested, write to Ralph Morelli, 141 Belmont Ave., North Arlington, N. J.

Zipper Style Trousers

SIR: I have heard from pretty good sources that the Navy is going to switch back to the 13-button style pants and do away with the zipper front style. Can you tell me when?

Also there is a rumor floating around that the Navy is considering adopting a uniform similar to the Marine Corps. Could you give me any further information on this? Personally I like the uniform as it is, with button pants, and believe everyone else does.—R. L. C., SN, USN.

• We don't know who your "pretty good sources" are but they are out of line in both respects. The zipper style

trousers are here to stay and, as for the Marine Corps type uniform, there are no indications that it is under survey nor that Navymen would care for it. Toward the end of World War II there was considerable comment on the need for modernizing the enlisted man's uniform and the Permanent Naval Board studied the problem for a long time.

They came up with a uniform that seemed to meet the requirements and then passed it out to a considerable number of enlisted men for testing. An overwhelming majority of about 80% of Regular Navy enlisted men who wore the proposed uniform voted it down and agreed they wanted no change.—Ed.

Computing Retainer Pay

SIR: I will soon have completed 19 years and six months of active naval service. If I should decide to go into the Fleet Reserve at that time will my retainer pay be the same amount as that which I would receive if I completed a full 20?—P. S. C., MMC, USN.

• You would receive the same amount. Retainer pay is computed at the rate of 2½ per cent of basic pay multiplied by the total number of years of active federal service. A fractional year of six months or more is counted as a full year. Thus 19 and six counts the same as 20, or 20 and six would count as 21.—Ed.

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USS SALAMONIE (AO 26) rests at anchor off shore at Leghorn, Italy. The oiler's home port is Newport, Rhode Island.

Training and Billets for GF Ratings

SIR: I have submitted a request to change my rate to GF—Aviation Guided Missileman—and I have some questions: (1) If I'm selected for change, where would I attend school and how long would the course be? (2) What kind of billets would I be most likely to get in ships and ashore? (3) What would be the sea/shore duty rotation for men in this rating?—D. L. H., AM2, USN.

• In regard to your first question, you may be eligible for change of rating in accordance with BuPers Inst. 1440.13. If selected you would go to AT(A) School in Memphis, Tenn., for approximately 17 weeks. At this point you would be selected for a change of rating to either AT, AQ, or GF.

If selected for the AT rating, you would continue schooling at Memphis in AT (B) School. This term would be for about 30 weeks. If selected for AQ or GF, you would continue in AT (B) School for approximately 18 more weeks, followed by 20 weeks' more schooling at Jacksonville, Fla.

As for your second question, the current outlook for GF and AQ billets is in the following locations:

(1) FASRons, Guided Missile Units, and Air Stations on the East and West Coasts.

(2) Aircraft carriers of each fleet.

(3) Fleet squadrons.

Since the guided missile program is in a state of expansion, no prediction can be made at the present time as to the sea to shore duty ratio of billets. This ratio is the dominating factor in determining the number of years for a normal tour of sea or shore duty in a particular rate.—Ed.

Somebody's at Sea

SIR: I'm snowed! In BuPers Manual, Article C-5206(3), there is a statement which reads, "Duty at almost all naval missions and embassies is considered shore duty for enlisted personnel." Yet in paragraph 8.d of Enclosure (2) to BuPers Inst. 1306.20B it states that "All duty outside the continental U. S. is sea duty."

Which is right?—D. P., PNC, USN.

• You've got sharp eyes, Chief, but you're not the only one who has noticed the discrepancy. Duty at all naval missions and embassies is considered sea duty for rotational purposes for enlisted personnel. Action has been initiated to change Article C-5206 of the BuPers "Manual" accordingly. Hope that news defrosts you.—Ed.

Detail as Messman

SIR: This letter is not in the nature of a "gripe" but to get an answer that will settle once and for all an argument that has had our radio shack in turmoil. One of our radiomen claims that there is an instruction or notice which states that radiomen who graduate from a class "A" school will not be given mess cooking. Does he know what he's talking about?—P. C. K., RM3, USN.

• There are no instructions or regulations specifically referring to radiomen relative to messmen duties. However, Article 1357, "U. S. Navy Regulations" states that petty officers shall not be detailed as messmen, except when non-rated men are not available. As indicated in Article D-2306, "BuPers Manual," graduates of enlisted schools should normally be assigned to duties that will permit their training to be continued. Notwithstanding, such personnel may be detailed as messmen if considered necessary and appropriate by the commanding officer.—Ed.

Teaching at Overseas Schools

SIR: My wife is a qualified school teacher and before I put in my request for overseas duty I would like to find out if she would be able to get a job teaching in a Navy school, and where some of these schools are located. Can you tell me where I can get this information?—L.D.P., AK3, USN.

• There are a limited number of teachers needed annually for Navy overseas dependents schools. For complete information about location of schools, required qualifications for teachers, salaries, and how to apply, write to the Chief of Naval Personnel (Attn: Pers C113), Department of the Navy, Washington 25, D. C.—Ed.

Typhus Commission Medal

SIR: In a recent correspondence course that I took on *The Bluejackets Manual* I ran across the mention of a "Typhus Commission Medal." Since then I've tried to find out what this medal was for and what it looked like but I can't find anything on it. Can you shed a little light on the subject?—J. J. Z. SO3, USN.

• The United States Typhus Commission Medal was established by the Typhus Commission and awarded by the President, or at his direction, to any person who rendered or contributed meritorious service in connection with the work of the Commission.

The above commission was established by the President on 24 Dec 1942 under the War Department and has subsequently been disbanded. Unfortunately the Bureau of Naval Personnel has no information on the description of the medal.—Ed.

TOWERING TAIL of Navy's new jet attack plane, XP6M-1 reduces drag and lifts control surface above spray



SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

A NEW LIGHTWEIGHT RIFLE system is undergoing tests by the Army in the Arctic, tropics and in most sections of the United States.

Since the latter part of World War II, the Army has been developing new type rifles in an effort to have a single type replace its current four shoulder-fired weapons, the M-1 rifle, the Browning automatic rifle, the carbine and the submachine gun.

The new lightweight rifle system consists of one rifle made in two variants: a light-barrel rifle as a replacement for the M-1, carbine and submachine gun, and the same rifle with a heavier barrel to take the place of the Browning Automatic Rifle (BAR). Both are capable of semi and full automatic fire.

The test is to determine the advantages of the new system over the standard weapons and to determine if the new system will give sufficient advantage to justify its adoption.

★ ★ ★

MODERN WARFARE has become so widespread that American military forces must be prepared to meet combat situations any time and any place. In recent years, the North African desert, Italian and Korean mountains, Arctic wastes and Pacific jungles have been valuable sources of combat information which is now being applied to present training programs.

Indoctrination facilities such as cold weather and mountain warfare centers are regarded as essential to possible future operations. While exposed to rough weather and rougher living conditions in the roughest country that can be found, troops are required to solve military problems.

Army personnel train at locations in Camp Carson, Colo., Saalfelden, Austria, and in the mountains of Japan. Training of this type does not include periodic maneuvers and exercises such as those taking place in Alaska and Greenland.



JET PATROL OF PACIFIC is plotted by Air Force in Philippines. Right: Sabrejets fly routine mission in Southwest Pacific.



TRUCK-TOP TAKE OFF of conventional jet fighters is now possible with launching platform developed by Air Force.

Marines have been receiving this type of training in the Sierra Nevada Mountains of California.

★ ★ ★

A KOREAN WAR VETERAN was shot from the flight deck of *uss Intrepid* (CVA 11) in a *Banshee* jet to become what is believed to be the first Air Force pilot ever to be launched by steam catapult.

On exchange duty with Fleet Air Jacksonville's Composite Squadron 62, First Lieutenant Robert E. Burkhardt, USAF, earned his distinction while qualifying for carrier operations off the Florida-Georgia east coast.

In successfully completing his carrier qualifications, he made five touch-and-go landings and eight arrested landings. The exchange pilot reported to Jacksonville from Shaw Air Force Base, Sumter, S. C., where he served with the 18th Tactical Reconnaissance Squadron.



A REVISION of the Air Force's long-range Reserve Forces program is under way, calling for 24 combat flying wings in the Air Force Reserve, and 27 in the Air National Guard.

Under the present plan, the combat units of the Air Force Reserve will consist of nine fighter-bomber wings, 13 airlift wings, and two tactical bomber wings. The Reserve structure will also include many support-type units, such as air depot wings, aerial port squadrons, and communication, storage and medical units.

The Air Guard will consist of 23 fighter-interceptor wings, two tactical bomber wings, and two tactical reconnaissance wings, plus the various support-type units.

It is intended that, with the exception of the Airlift Wings, all Air Force Reserve flying units will eventually be jet-equipped.

Approximately 600 aircraft of all types are presently assigned to the Reserve. The Air National Guard has approximately 2000 aircraft, of which more than a third are jets.

At the same time, plans to give the approximately 350,000 Reservists and Air Guardsmen specific assignments in advance, so they could start defending the country within two or three hours after an enemy attack, have been announced.

In addition to selecting the pilots and others for the automatic mobilization-day jobs, the plan calls for automatic assignment of all Guard and Reserve fighter wings to continental defense and the establishment of from 40 to 50 additional Reserve bases.

★ ★ ★

THE U. S. AIR FORCE is building a new hospital at Harmon Air Force Base, Newfoundland. It will be the only permanent hospital in the Northeast Air Command.

The new hospital which cost about two million dollars is scheduled to be opened by next December. It will include capacity for 100 beds which can be



SLED DOG of the Army, the Arctic vehicle, Weasel, tows sled with ton of supplies. Gun is 105mm, recoilless rifle.

expanded during an emergency to 150 beds; a modern kitchen, outpatient service, obstetrical suite, operating and delivery rooms, dental clinic and surgery.

★ ★ ★

IT SEEMS that there are tea drinkers in the Army. Enough of them to form the basis of a survey concerning the relative popularity between tea and coffee when served at dinner and supper. No figures were given for between-meals consumption.

In warm weather, according to the survey, 1.7 cups of hot coffee was consumed for each cup of hot tea. In cold weather, hot coffee was preferred over hot tea at a ratio of two to one.

As might be expected, iced tea was much more popular in warm weather, outranking hot coffee at a proportion of 4.6 to one. However, of the men preferring iced tea in the summer, nearly one-third wanted hot coffee in addition.



ARMY MULE IS STILL in service. Mules supply infantry troops where machines can't climb during mountain maneuvers.

The Facts About Sea/Shore Rotation

IN PERFORMING YOUR DUTIES as a member of the world's biggest Navy, you find yourself serving in a variety of jobs both at sea and ashore, at overseas billets and in stations in the continental U. S. To meet the requirements of its mission—that of keeping the sea lanes free and protecting our interests at home and abroad, the Navy has a big task, handling not only problems of operations and logistics involving ships, but administration and personnel movements. That means the Navy has to be in many places at once, and our ships and Navymen have to be in just as many places.

That's the why and the wherefore of your rotation between sea and shore duty. Some billets are considered choice duty, others are jobs that have to be done. In making its assignments BuPers asks you to specify your preferences, and tries to assign you to the type of duty and the locality for which you have stated your preference—subject, of course, at all times to the needs of the service, and subject also to a fair system of rotation that applies to all Navymen.

The rotation system between sea and shore duty is built around the Shore Duty Eligibility Lists which are explained below. There are several lists. For purposes of rotation, certain types of duty ashore are considered sea duty; for example, duty at stations overseas is sea duty, and duty with certain Fleet units in which you are based ashore a good part of the time may also be listed as sea duty.

Rotation is of prime interest not only to the Navyman but to his dependents. A basic consideration by the Navy in handling "personnel" is to keep the Navy family together whenever possible. How this is done is explained in the March issue of ALL HANDS (p. 30) under moving dependents and household goods to your permanent duty stations in the U. S. and overseas.

And how the sea and shore duty rotation program works is explained below.

Sea and Shore Duty Rotation

The primary purpose of the Shore Duty Eligibility List is to meet the personnel requirements of shore activities with personnel who wish duty within those activities.

Before you can get a clear picture of sea/shore rotation—with its different aspects—you must understand the following terms:

- **Bureau Shore Duty** — This is duty assigned by the Chief of Naval Personnel in the allowance of a shore activity within the United States.

- **Fleet Shore Duty** — This is duty assigned by one of the Service Force or Type Commanders in the allowance of a shore-based Fleet activity within the US.

- **Overseas Service** — This is duty performed ashore at naval activities beyond the continental limits of the United States and in ships and staffs under the administrative control of overseas area commanders.

- **Nonrotated Ship or Staff Duty** — This is duty in a ship or staff which is under the administrative control of a Fleet or Force Commander and is permanently based outside the continental limits of the United States.

- **Shore Duty Eligibility List** — The SDEL is a list of eligible personnel serving at sea *who have requested* a normal tour of shore duty. This list is maintained by rating, and priority on the list is established by the

amount of continuous sea duty completed; that is, those who have the most sea duty are highest on the list. Shore duty eligibility lists are maintained by BuPers for *Bureau shore duty* and by the Service Force Commanders or Type Commanders for *Fleet shore duty*. Note that the BuPers Shore Duty Eligibility List is different from the SDEL maintained by the Service Force Commanders.

• Normal Tour of Shore Duty (NTSD)

—This is shore duty to which a man has been ordered as a result of his own request after having met the eligibility requirements (including the requirement that he request to have his name placed on the eligibility list). The duration of an NTSD

varies from 18 months to three years depending on the rating involved. However, two years constitutes an NTSD in the majority of cases.

The basic requirement for being placed on either the Bureau or Fleet SDEL is the amount of continuous sea duty completed. The sea duty requirements for placement on the Bureau SDEL are based on the ratio of sea duty billets to shore duty billets for the various ratings. The sea duty requirements vary, the lowest being eighteen months and highest four years.

It must be remembered that sea duty required is only the *minimum* for placement on the Bureau SDEL and the fact that this requirement has been met does not mean that you can expect immediate shore duty orders. Your name remains on the Bureau SDEL until a vacancy exists for a man of your rating in the district in which you request duty. Eligibility requirements for Fleet Shore Duty Eligibility Lists, which have been established by the Fleet Commanders, are, in general, quite similar to those for BuPers Shore Duty. Lengths of tour ashore also closely follow the tour prescribed for BuPers Shore Duty.

Bureau Shore Duty

The basic consideration in making assignments to shore duty is the needs of the service. The number of personnel who can be ordered ashore and the frequency with which they can be ordered are determined by one factor—the ratio of billets ashore to those at sea. The law of supply and demand controls the particular rating groups required ashore. For example, there would obviously be a demand for many more YNs ashore than there would be for BTs or MMs. The result is the more rapid sea/shore rotation in the case of YNs.

There are some few activities which, because of



"Are you sure you young fellows know how to handle boats?"

their operational peculiarities, are border-line cases as far as their sea/shore rotation status is concerned. In the vast majority of cases no problem is presented in determining just which billets should be considered sea duty and which should be considered shore duty. Before classifying activities as sea or shore for rotation purposes, a careful study is made of the current operations as well as any possible future operations and the decision as to the status of such activities is based upon their actual operations or missions.

How and when is a request to Bureau Shore Duty submitted? What happens to the request when it leaves the ship? When may shore duty orders be expected? These are questions which, as indicated by the volume of correspondence and personal calls received in the Bureau, are of great interest to the man in the Fleet.

Let's assume that you are an SK2 and have had continuous sea duty for the past four years. Although eligible for shore duty two-and-one-half years ago you have, for personal reasons, deferred submitting a shore duty request until the present time.

Your first step is the submission of a *Shore Duty Request* (NavPers 2416). Before filling in the required information there are certain decisions that you must make for yourself.

- Which is the more important to you—do you want shore duty in one specific locality and are you willing to wait many months on the SDEL, if required, to get that locality? Or do you wish to get shore duty as soon as possible regardless of location? If you indicate on your request that you desire duty in only one specific locality, you may happen to select the same district as other SK2s, many of whom may have accumulated more sea duty than you.

- On the other hand, let us assume that you want your shore duty as soon as possible. You indicate on your request a first choice, a second choice, and then state that you would be willing to accept shore duty "Anywhere in the U. S." Such a request does not tie the hands of the detail officer in BuPers. When you have gained the proper place on the SDEL you are considered for the locality of your first or second choice; if your services are not required in either locality the detail officer will find a locality "Anywhere in the U. S." where your services are required, and orders will be issued accordingly.

- So you fill in the shore duty request giving two choices of duty plus the alternative choice of "Anywhere in the U. S."

- Your commanding officer endorses the request and forwards it to BuPers.

- Upon receipt in the Bureau, your request is checked for accuracy against information contained in your duplicate service record. The request is then placed in file with the requests from other SK2s ahead of those who have had less sea duty and behind those who have more sea duty.

- You are then advised by letter that your name has been placed on the SDEL and that you will be ordered to shore duty when you have advanced to the top of the list and there is a vacancy ashore in your rating.

- Your responsibility does not end here. *You must keep the Bureau informed of any change in your status that might occur, for example, change in duty station, change in rate, discharge and reenlistment, and changes in choices of shore duty.* If you should wish placement

on another eligibility list (Fleet Shore Duty, Recruiting Duty, etc.) you must request removal from the Bureau's list. Placement on more than one list can result in duplicate orders and possible penalty.

Recruiting and Instructor Duty Lists

Although the usual method for obtaining shore duty is via the SDEL, there are other types of shore duty which, if requested, may speed up your assignment. One of these is *Recruiting Duty*. While this type of duty is more difficult to obtain than Bureau and Fleet Shore Duty because of certain restrictions, a longer wait on the eligibility list is frequently more than compensated for by the location of the duty assignment when finally received. This is often the only method of obtaining duty in many inland localities where the only military activities are the recruiting stations.

A service record free of disciplinary offenses is one of the first prerequisites to being eligible for Recruiting Duty. Further, billets in Recruiting Duty are not set up for all ratings. This is especially applicable in the lower rates. A list of rates which are required in the recruiting program is published periodically in BuPers Instructions. Requests for Recruiting Duty are submitted in a *letter form* to BuPers. The sea duty eligibility requirements and length of tours are the same as for BuPers Shore Duty.

Instructors in naval schools and in recruit training commands are ordered from still another list maintained in the Bureau. There are a great number of such billets throughout the United States. The fact that this type of duty is not considered, by some men, to be quite so desirable as the types of duty discussed above, serves to keep the Instructor Duty List smaller than the other lists.

Also, a man on the Instructor Duty List has a decided advantage in that *it is the only list upon which a man may remain while simultaneously enjoying a position on the SDEL*. Hence, if a man wants to go ashore as soon as possible, and assuming that he is eligible, he would be wise to request shore duty as an instructor.

An additional advantage to Instructor Duty is that the tour is for three years, which is at least a year longer than the prescribed tours of shore duty for the majority of rates. Continuous sea duty requirements are the same as for Recruiting Duty and Bureau Shore Duty. Other eligibility requirements, which are subject to occasional change, are periodically announced in BuPers Instructions.

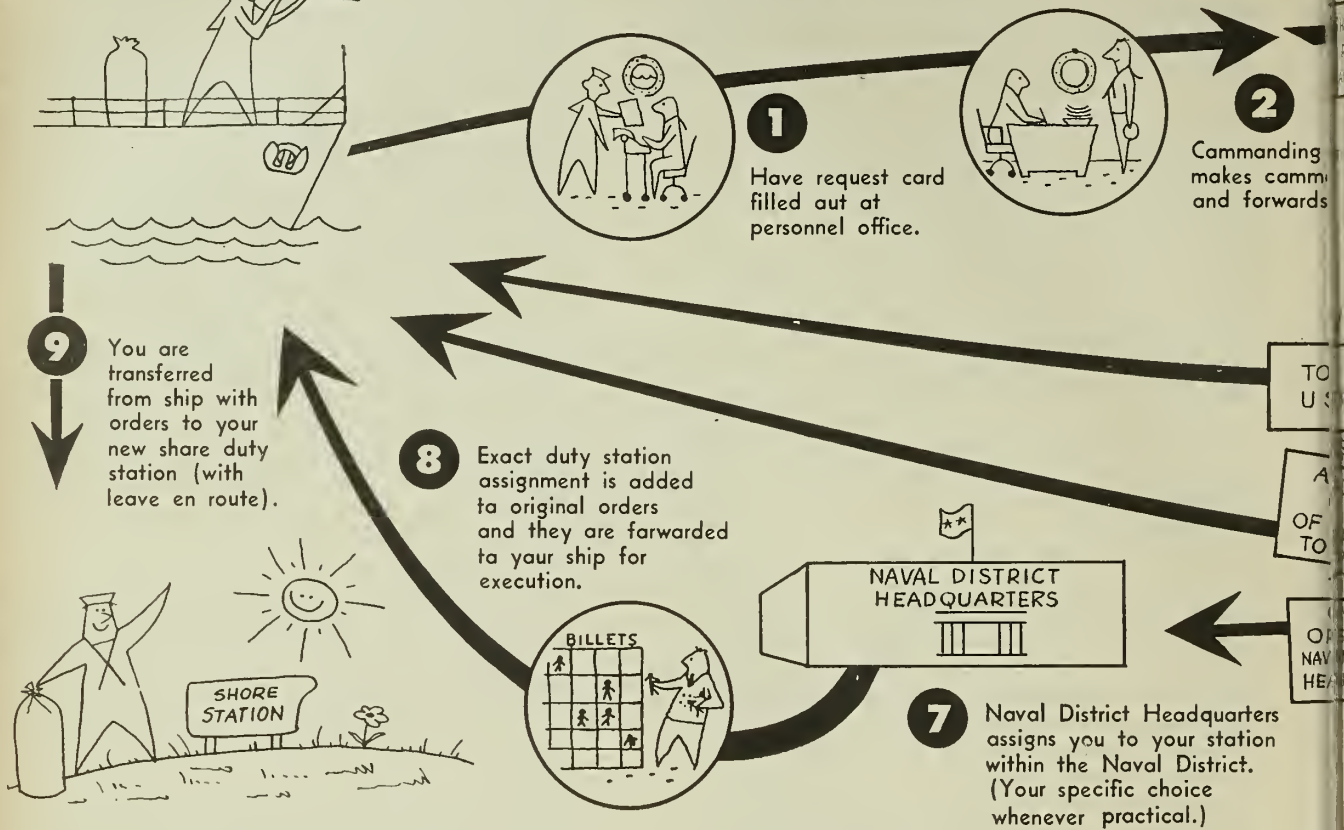
Fleet Shore Duty

Fleet Shore Duty assignments are made from lists maintained by the various Force and Type Commanders for shore duty under their respective administrative commands.

Fleet administered shore duty billets are located predominantly on the East and West Coasts. In many cases personnel who desire shore duty in the coastal areas will find that their chances of early shore duty would be greatly enhanced by requesting this type of duty rather than BuPers Shore Duty. Requests for Fleet Shore Duty are submitted to the Force or Type Commander concerned in accordance with directives promulgated by those Commanders.

Personnel may not be on both the *Fleet Shore Duty Eligibility List* and *BuPers Shore Duty Eligibility List* at the same time. An eligibility penalty may be assigned for personnel who violate this provision.

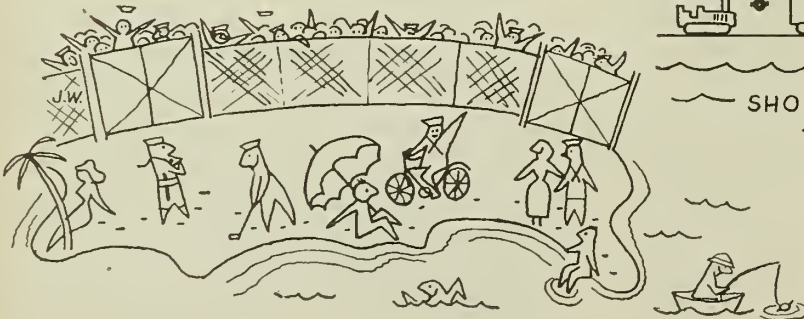
HOW YOUR REQUEST FOR A NORMAL



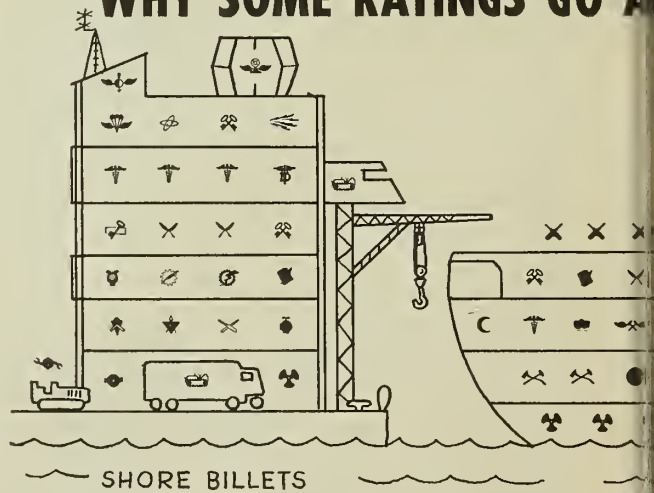
"TOO MANY MEN REQUEST SOME NAVAL DISTRICTS . . ."

Some districts such as the Sixth, Eleventh and others have extra long waiting lists for most ratings.

For some ratings such as MM, BT, and SD it will take, under normal turnover, an estimated five years for the last man now on Shore Duty Eligibility List to get district requested.



WHY SOME RATINGS GO A



This chart illustrates why it is shore duty than others. The employment of personnel. Some and the personnel needs of the allowances of all Shore Establish idea of creating more share bi and n

MORE DUTY
REQUEST
WPERS 2416

3

A stylized illustration of a building facade. The text "BUREAU OF NAVAL PERSONNEL" is written in a serif font across the top. Below the text are three sets of columns: a pair on the left, a larger group of six in the center, and a pair on the right.

4

5

6

Advance copy of your orders is sent directly to the C.O. of your ship and the original orders are sent to the Naval District Headquarters for assignment to duty station.

cult for some ratings to get consideration is always proper. Personnel needs of the Fleet Establishment are different. The are now under study with the such ratings as BT, MM, RD, ers.

Sometimes the personnel needs of a district cannot be met because not enough men of a needed rating have indicated that district as a duty preference, nor have they indicated "Anywhere U. S." on their request cards.



Check Your Status by Rate and Location

If you have requested shore duty, this table of the latest status of the BuPers Shore Duty Eligibility List will give you a good idea of where you stand. ALL HANDS publishes an SDEL table with the latest available dates every six months.

Here's how to use this chart to figure out approximately where you are on the SDEL: Check down the list until you reach your rate . . . then read across to the column showing the location you have listed on your Shore Duty Request Card.

Under each naval district or other command listed are two different dates for each rating. For example, reading the "BMC" line across to the "Com 8" column, you see the figures "1-47/3-50."

The first date in this case (January 1947) is the date the top BMC on the list requesting Com 8 began his current tour of continuous sea duty.

The second date (March 1950) is the date the BMC fourth from the top of the list requesting Com 8 began his current tour of continuous sea duty.

Where only one date appears it means there are less than four men of that rate on the SDEL requesting that locality. If no date appears, no man of that rate has requested that district.







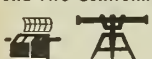

If "No Allow" appears, then there is no allowance for your rate in that district, and naturally you don't want to list that area as a duty choice, as there would be no chance of your being assigned to it.

To illustrate another use of this table, suppose you are a TM1 with continuous sea duty since October 1949. By checking this chart you can decide which district is your best bet before submitting your shore duty request.

Checking across the chart you can see that you would be somewhere between the first and fourth TM1s on the list for Com 1; below the first four for Com 3; second for Com 4; first for Com 5; between the first and fourth for Com 6; first for Com 8; somewhere after the fourth for Com 9; second for Com 11; somewhere after the first four for Com 12; second for Com 13; second for PRNC; SRNC has no allowance; somewhere after the first four for CNATRA; CNATE has no allowance; and first for "Anywhere U.S."

Your best bet in this case would obviously be to request either Com 5, Com 8, or "Anywhere U.S."

In all cases when submitting your shore duty request it is advisable for you to take into consideration the column indicating duty "Anywhere U.S." If you list "Anywhere U.S." on your request you will be given consider-

	RATE	CONTINUOUS SEA DUTY TO APPLY FOR SDEL	ANYWHERE U. S.	COM-1	COM-3	COM-4	COM-5	COM-6
Boatswain's Mate 	BMC BM1 BM2 BM3 BMSN/SA	36 48 48 48 48	9-48/5-50 7-42/9-49 12-44/6-48 3-46/7-48 10-44/8-48	2-51/4-51 5-46/11-48 7-46/2-48 12-46/9-48 10-44/3-49	11-46/4-50 11-41/1-48 6-44/12-47 12-47/8-48 10-44/10-48	1-41/11-46 12-47/6-48 10-44/12-47 12-46/5-48 6-48/11-48	11-46/1-51 7-44/11-48 10-47/7-48 5-48/4-49 10-49/-	9-45/9-50 11-40/3-49 12-46/11-48 12-45/1-49 9-50/1-52
Quartermaster 	QMC QM1 QM2 QM3 QMSN/SA	48 48 36 36 36	4-49/10-49 5-46/7-47 2-48/2-48 3-48/10-49 10-51/-	4-49/8-49 2-42/5-47 6-46/5-48 4-48/8-50 10-51/-	6-49/- 9-46/7-47 6-46/2-48 7-49/4-51 4-48/3-52	12-48/6-50 3-47/11-47 10-46/1-48 5-50/- 10-51/-	4-49/12-49 7-44/12-47 3-47/10-48 5-46/10-50 /-	2-49/1-50 10-47/11-47 2-48/6-48 6-48/8-49 /-
Rodorman 	RDC RD1 RD2 RD3 RDSN/SA	18 24 24 24 24	11-47/11-50 9-47/3-48 12-47/10-48 1-51/1-53 /-	4-52/- 8-46/1-48 1-49/4-49 1-51/- /-	11-50/- 10-47/3-48 9-48/5-49 10-49/- 8-52/-	9-48/3-52 11-47/9-48 9-48/4-49 10-49/- 12-51/-	1-48/- 7-48/6-49 4-49/2-51 1-51/- /-	2-49/- 12-46/7-50 10-48/2-49 1-53/- /-
Sonarman 	SOC SO1 SO2 SO3 SOSN/SA	18 24 24 24 24	8-51/11-51 1-48/2-49 2-51/7-51 5-51/- /-	No allow. 1-49/8-50 2-49/2-51 /- 3-49/-	1-49/- 8-50/- 12-49/4-51 5-51/- 3-49/-	3-52/- 6-50/- 3-51/3-53 1-43/- /-	8-51/- 9-50/- 10-51/- /- /-	9-51/7-52 2-49/9-50 No allow. 8-49/- /-
Torpedoman's Mate 	TMC TM1 TM2 TM3 TMSN/SA	48 48 36 36 36	10-39/4-50 8-50/- 5-47/4-48 10-50/- /-	6-47/8-49 3-43/8-50 10-41/12-48 /- /-	6-46/6-50 5-44/1-48 5-48/12-49 No allow. /-	3-48/8-50 9-49/- No allow. /- /-	2-47/- 12-49/12-50 10-47/- 10-50/- /-	4-49/7-49 6-42/8-50 12-47/6-50 7-50/- /-
Gunner's Mate 	GMC GM1 GM2 GM3 GMSN/SA	48 48 48 36 36	7-50/- 9-46/5-47 9-42/5-47 12-47/3-48 5-47/11-48	/- 1-41/10-43 9-42/9-47 3-47/10-48 11-48/-	11-39/- 3-44/5-46 3-42/4-47 1-48/7-48 /-	/- 4-43/3-44 5-44/12-47 5-48/7-48 9-51/-	12-48/- 9-43/1-48 1-48/4-48 3-48/12-48 3-48/-	7-50/- 9-46/10-47 8-46/12-47 12-47/4-48 3-48/11-51
Fire Control Technician and Fire Controlman 	FTC/FCC FT1/FC1 FT2/FC2 FT3/FC3 FTSN/SA FCSN/SA	18 18 36 36 36 36	12-49/3-50 7-46/10-46 5-46/11-47 12-47/5-48 10-49/-	No allow. 11-42/9-47 No allow. No allow. 10-47/-	7-51/- 10-46/4-48 No allow. 7-48/- /-	No allow. 7-46/9-47 No allow. No allow. /-	11-40/- 4-46/4-48 7-48/1-51 5-49/- 10-49/-	6-43/- 8-46/8-50 2-46/3-49 12-47/5-49 1-50/-
Mineman 	MNC MN1 MN2 MN3 MNSN/SA	18 18 18 18 18	/- /- 5-31/- /- /-	/- /- /- 9-52/- /-	/- 6-49/- 5-53/- 9-52/- /-	No allow. /- No allow. /- /-	/- 6-49/- 5-53/- 11-52/- /-	11-40/- /- 7-53/- /- 11-52/-

on Latest BuPers Shore Duty Eligibility List

ation for assignment to any district for which you have more sea duty than the top man on the list who has requested that district only.

Finally, here are several things you must remember when studying this table:

- The Bureau's Shore Duty Eligibility List is subject to frequent change as new requests are received. Although you might be No. 3 man this month, you could drop to No. 6 or No. 7 by next month if other men of your rate submit requests for the district you have chosen and if these men have more sea duty than you.

- This table shows your standing on the Bureau's SDEL only. It contains no information for men who have put in requests for Fleet Shore Duty Eligibility Lists or for Recruiting or Instructor duty lists.

- Personnel who fall under either of the following categories are not included in the table below:

1. Men serving on overseas duty OR in non-rotated ships whose dependents are overseas with them and who have not completed a full tour of duty at that station.

2. Men serving on overseas duty or non-rotated ships whose dependents are not with them, but who have completed less than twelve months of a normal tour of duty in that location.

- Certain ratings, such as MU, MA, CT, TD and AG, are not included because they are subject to special detailing.

★ ★ ★

NOTE—In some cases the dates listed in the tables on this and the following pages would indicate that you are included within the top two or three men in the district for which you have requested duty.

If you still haven't received your orders, this may be the reason:













Although you may be among the top men in your district, you may have less sea duty than one or more men in your rate who request "Anywhere, U. S." Such men receive first consideration for assignment to ANY naval district if they have more continuous sea duty than the men who have requested duty in a specific district.

Therefore, when you check your standing on the SDEL, be sure to take a look at the first column, "Anywhere, U. S."

If the person in your rate in that column has more continuous sea duty than you, there may be a delay in your orders until you finally have more sea duty than all those in your rate who request "Anywhere, U. S."







COM-8	COM-9	COM-11	COM-12	COM-13	PRNC	SRNC	CNATRA	CNATE	RATE
1-47/3-50 3-44/12-48 10-48/11-48 6-44/2-48 10-48/3-51	10-49/5-51 7-42/12-48 11-41/12-47 12-45/7-48 4-44/3-48	3-45/3-48 3-47/6-49 12-44/2-48 11-47/7-48 7-48/4-49	10-42/12-47 10-44/10-49 7-42/7-48 7-48/3-49 10-48/12-50	7-46/1-48 5-41/7-45 7-42/6-48 6-48/3-49 7-48/—	4-50/11-51 7-50/2-51 3-48/9-48 7-48/1-49 3-51/—	12-50/— 2-50/11-50 6-49/3-50 11-48/9-49 —	1-49/9-50 3-46/8-48 12-45/12-47 3-46/3-49 4-44/3-49	No allow. No allow. No allow. No allow. No allow.	BMC BM1 BM2 BM3 BMSN/SA
1-38/11-50 3-43/12-46 10-47/7-48 7-48/8-50 5-48/—	6-49/12-49 10-46/10-47 4-45/1-48 12-47/11-48 —	10-41/1-48 3-43/11-46 4-41/2-48 5-48/7-50 2-48/—	1-42/6-49 11-46/8-47 12-47/3-48 1-49/8-50 10-50/—	9-48/6-49 9-46/2-48 2-48/12-48 10-48/3-51 —	10-49/— 10-47/5-48 12-48/11-49 5-46/4-49 —	1-50/— 3-47/6-48 1-48/— No allow. —	4-49/7-50 11-47/6-48 3-48/10-48 8-49/3-51 —	No allow. 6-48/— 7-48/9-50 No allow. No allow.	QMC QM1 QM2 QM3 QMSN/SA
2-49/— 3-47/2-48 No allow. — 7-51/—	11-47/— 11-47/7-48 4-48/3-49 6-47/1-53 —	12-47/9-51 2-48/3-48 10-47/6-50 8-52/— —	12-47/9-51 8-46/3-48 10-47/6-50 4-52/3-53 —	4-41/— 10-47/8-49 2-49/10-49 No allow. 12-51/—	11-50/4-53 4-48/8-50 1-49/— — —	No allow. No allow. 10-50/— No allow. —	11-50/— 9-47/2-48 4-48/1-50 9-52/— 7-51/—	No allow. No allow. No allow. No allow. No allow.	RDC RD1 RD2 RD3 RDSN/SA
8-51/— No allow. No allow. No allow. —	8-51/4-52 12-48/6-50 10-50/— 10-50/— —	10-49/7-52 1-49/5-49 4-49/— —	1-52/— 1-49/5-49 7-51/— 10-52/— —	12-51/— 10-51/— 4-48/3-52 — —	— 5-52/— — — —	No allow. 5-52/— No allow. No allow. —	No allow. No allow. No allow. No allow. —	No allow. 12-48/1-51 1-51/— No allow. No allow.	SOC SO1 SO2 SO3 SOSN/SA
No allow. 12-50/— 11-45/12-50 No allow. —	10-39/6-50 2-43/9-49 5-43/4-48 6-49/9-51 —	3-38/6-49 6-48/— 5-47/3-51 6-52/— —	11-39/— 1-42/1-49 8-43/1-49 — —	4-37/8-46 1-49/— 12-50/— 9-51/— —	2-47/— 1-48/— — No allow. —	No allow. No allow. No allow. No allow. —	6-48/— 8-37/3-48 9-48/8-51 No allow. —	No allow. No allow. No allow. No allow. No allow.	TMC TM1 TM2 TM3 TMSN/SA
3-43/7-50 3-44/7-47 4-44/10-47 3-48/7-48 12-47/7-51	3-43/4-50 2-45/11-47 4-43/11-47 5-48/7-48 9-50/7-51	8-37/9-49 5-44/9-45 4-44/6-47 3-48/8-48 5-47/4-51	8-46/8-48 6-45/11-46 4-43/11-47 3-48/9-48 5-47/—	7-37/8-49 6-45/11-46 5-47/2-48 12-47/7-50 —	— 9-46/11-47 4-44/1-48 5-48/6-49 4-51/—	10-50/— No allow. 2-48/10-48 7-48/— —	— 5-47-11-47 11-47/2-48 12-47/10-48 12-47/8-50	No allow. No allow. No allow. No allow. No allow.	GMC GM1 GM2 GM3 GMSN/SA
11-49/2-53 8-48/1-50 4-45/4-48 2-48/2-49 —	6-35/— 7-46/6-48 6-45/1-48 No allow. 10-47/—	6-42/10-48 12-45/11-47 7-47/3-50 12-47/5-49 —	3-50/7-53 12-45/6-49 10-47/10-50 12-47/3-50 —	3-50/3-53 No allow. No allow. No allow. 3-48/—	4-48/— 10-46/4-48 2-46/2-48 No allow. 10-49/—	— 7-48/— — 5-48/— —	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	FTC/FCC FT1/FC1 FT2/FC2 FT3/FC3 FTSN/SA FCSN/SA
No allow. — No allow. No allow. —	— 2-53/— No allow. No allow. —	No allow. — No allow. 7-48/— —	4-53/— 6-49/— — — —	7-50/— 6-49/— — — —	— — — — —	No allow. No allow. No allow. No allow. —	No allow. No allow. No allow. No allow. —	No allow. No allow. No allow. No allow. —	MNC MN1 MN2 MN3 MNSN/SA

BuPers Shore Duty Eligibility List (cont.)

	RATE	CONTINUOUS SEA DUTY TO APPLY FOR SDEL	ANYWHERE U. S.	COM-1	COM-3	COM-4	COM-5	COM-6
Electronics Technician 	ETC ET1 ET2 ET3 ETSN/SA	18 18 24 24 24	9-47/3-53 3-48/4-50 — — — — — — — — — — — —	4-50/— — 7-47/7-48 — — — — 4-52/— — — — — —	— — — — 1-48/11-48 — — — — 2-52/11-52 — — — —	— — — — — — — — — — — — — — — — — — — —	8-52/— — — — — — — — — — 9-52/— — — — — —	7-47/— — 7-48/— — — — — — 4-49/— — — — — —
Instrumentman 	IMC IM1 IM2 IM3 IMSN/SA	36 36 24 24 24	— — — — — — — — 9-48/— — 7-48/— — — — — —	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	— — — — — — — — — — — — — — — — — — — —	— — — — 7-50/— — No allow. — — — — — — — —
Opticalman 	OMC OM1 OM2 OM3 OMSN/SA	36 36 24 24 24	— — — — 8-48/— — 7-48/— — — — — — — — — —	— — — — No allow. No allow. No allow. No allow.	No allow. 7-51/— — 12-48/— — No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.
Teleman 	TEC TE1 TE2 TE3 TESN/SA	18 18 24 24 24	2-51/4-53 9-48/7-52 12-51/— 8-51/4-52 — — — —	— — — — 2-48/— — 12-46/3-52 9-52/— — — — — —	6-52/— — 2-48/8-50 12-46/5-52 6-52/— — — — — —	6-52/— — 7-50/9-52 12-46/— — 3-52/— — — — — —	6-52/— — 8-51/12-52 1-47/— — — — — — — — — —	9-51/— — 2-52/— — 4-52/— — 11-51/4-52 — — — —
Radioman 	RMC RM1 RM2 RM3 RMSN/SA	36 36 36 36 24	6-46/4-50 6-48/5-49 5-46/9-49 9-51/9-52 8-52/— —	8-42/6-49 10-46/12-48 4-48/12-48 9-51/— — 11-52/— —	5-50/10-50 8-45/1-47 2-48/8-48 5-52/8-52 8-52/— —	2-50/7-51 4-42/6-47 4-48/11-49 4-52/8-52 8-52/— —	7-50/7-51 4-42/3-49 6-50/8-50 9-52/— — — — — —	9-50/11-50 11-48/5-50 12-48/8-50 4-52/9-52 3-52/— —
Yeoman 	YNC YN1 YN2 YN3 YNSN/SA	18 18 18 18 18	5-45/— — 1-49/9-51 11-45/— — 6-52/9-52 5-52/8-52	10-50/4-53 2-51/4-52 2-51/6-53 12-51/4-53 6-52/10-52	— — — — 8-49/2-52 11-45/8-52 12-51/7-52 8-52/11-52	3-53/— — 8-49/12-50 12-50/8-52 8-51/6-52 7-52/3-53	3-53/— — 8-52/— — — — — — 9-52/— — 12-52/3-53	1-53/— — 7-47/7-50 7-48/5-52 4-51/6-52 5-51/12-52
Personnel Man 	PNC PN1 PN2 PN3 PNSN/SA	18 18 18 18 18	— — — — 9-52/— — 9-52/— — 5-52/9-52 8-52/1-53	— — — — 2-52/— — 5-53/— — 10-52/— — 1-53/— —	7-53/— — 2-52/— — 10-51/— — 3-52/— — 2-53/— —	— — — — 7-51/9-52 8-51/— — 5-53/— — — — — —	4-52/— — 11-52/— — — — — — 10-52/— — 12-52/— —	— — — — 1-52/— — 9-52/— — 5-52/6-53 7-52/— —
Storekeeper 	SKC SK1 SK2 SK3 SKSN/SA	24 24 18 18 18	8-50/11-51 3-49/9-51 10-51/9-52 1-50/4-52 6-48/5-52	3-52/7-52 7-49/9-51 5-51/7-53 1-50/9-52 3-52/— —	2-51/4-52 4-51/9-51 6-52/6-53 3-52/8-52 1-52/9-52	8-50/5-52 3-49/9-51 11-51/6-52 1-50/6-52 1-52/7-52	2-52/10-52 3-49/10-51 10-51/5-53 7-52/12-52 9-52/9-52	8-50/2-52 5-50/9-51 10-47/5-53 3-48/7-52 12-51/9-52
Disbursing Clerk 	DKC DK1 DK2 DK3 DKSN/SA	18 18 18 18 18	11-52/6-53 2-51/10-52 3-51/3-53 7-52/3-53 — — — —	6-53/— — 1-49/— — 9-52/— — 3-53/— — 6-52/2-53	6-52/— — 5-52/— — 6-48/7-51 — — — — 5-49/2-53	11-52/— — 1-49/10-52 10-51/3-53 — — — — 5-49/— —	— — — — 5-52/— — 8-52/— — — — — — — — — —	4-52/— — 4-51/10-52 — — — — 7-52/7-53 — — — —
Commissaryman 	CSC Cook {CS1 CS2 CS3 CSSN Butcher {CS1 CS2 CS3 CSSN Baker {CS1 CS2 CS3 CSSN	36 24 24 24 24 24 24 24 24 24 24 24 24 24 24 24 24 24 24 24	2-50/7-51 9-51/3-52 1-51/6-51 2-48/10-52 5-52/— — 3-52/— — 10-52/— — — — — — 7-46/9-51 10-50/1-52 12-45/4-52 7-52/— —	6-48/11-50 9-50/8-51 7-48/10-51 — — — — 12-50/— — 3-52/— — 10-52/— — — — — — 9-48/11-51 7-49/10-50 11-50/4-51 4-52/— —	6-48/3-51 1-46/5-47 6-50/3-51 10-49/11-50 3-51/5-52 3-52/— — 2-47/— — 8-52/— — 10-47/10-50 3-50/3-51 10-50/9-51 7-52/— —	8-50/7-51 12-46/6-50 12-49/10-50 9-48/12-50 12-50/— — — — — — 3-51/— — — — — — 9-48/9-51 7-49/3-51 10-46/12-50 — — — —	9-50/7-51 2-52/8-52 9-52/11-52 1-53/— — — — — — — — — — 10-52/— — — — — — 9-48/8-52 5-51/10-52 4-52/— — 10-52/— —	5-44/9-50 9-50/8-51 1-51/3-51 2-51/6-52 2-52/— — 6-52/— — 9-51/— — — — — — 7-46/10-51 5-51/— — 3-51/9-51 1-52/— —
Ship's Servicemon 	NJC 3001 CS1 SHC Store {SH1 SH2 SH3 Cobbler {SH1 SH2 SH3 Barber {SH1 SH2 SH3 Tailor {SH1 SH2 SH3 Laundry {SH1 SH2 SH3 SH5N	24 24 48 48 36 48 48 36 48 48 36 48 48 36 48 48 36 48 36 36	3-48/9-52 11-49/8-50 11-45/7-46 4-48/7-50 8-47/12-49 10-50/— 9-48/— — — — — — 12-49/— — 4-49/11-50 7-48/4-51 9-46/— — — — — — 12-46/2-52 5-41/4-46 1-42/3-47 6-47/3-48 2-46/5-48	5-51/— — 11-49/7-52 8-46/12-48 8-50/— — 8-47/11-51 — — — — — — — — 3-48/— — — — — — — — — — 7-50/— — 4-47/— — 7-51/— — 4-46/9-46 10-46/9-47 1-48/5-48 2-48/— —	2-47/5-51 10-51/— — 8-46/7-48 2-48/8-50 8-47/— — — — — — — — — — 3-48/— — 12-47/— — 4-51/— — 7-50/— — 4-47/— — 9-51/— — 8-46/12-46 10-46/9-47 2-48/6-48 2-46/— —	3-47/9-50 5-45/10-51 8-46/12-48 2-48/— — — — — — — — — — 11-47/— — — — — — 11-47/— — 3-51/— — 7-50/— — 4-47/— — 9-51/— — 9-46/12-46 12-46/3-47 2-48/6-48 1-51/— —	10-52/— — 5-45/9-51 2-47/4-50 4-48/— — 2-52/— — — — — — — — — — 3-48/— — 11-50/— — 7-48/— — 9-48/— — — — — — — — — — 6-46/4-47 4-46/3-47 8-47/3-48 10-48/4-51	3-48/1-53 6-50/9-51 4-46/10-47 8-50/3-51 7-50/11-51 10-50/— 9-48/— — — — — — 11-48/— — 8-50/11-50 5-50/— — 3-48/— — 3-48/— — 7-51/— — 11-44/9-46 1-42/5-47 11-44/9-47 3-48/10-50
Journalist 	JOC JO1 JO2	18 18 18	12-51/— — — — — — 3-53/— —	— — — — — — — — — — — —	— — — — — — — — 2-53/— —	— — — — No allow. — — — —	12-51/— — — — — — — — — —	— — — — — — — — — — — —

COM-8	COM-9	COM-11	COM-12	COM-13	PRNC	SRNC	CNATRA	CNATE	RATE
6-48/4-49	9-47/-	7-47/11-51	5-46/-	12-52/-	3-53/-	-	-	-	ETC
4-49/-	4-50/-	3-48/8-49	3-48/-	4-48/-	-	-	1-49/-	-	ET1
-	9-49/-	-	-	-	-	-	9-49/-	-	ET2
-	No allow.	-	-	-	-	8-52/-	-	-	ET3
-	-	-	-	-	-	-	-	-	ETSN/SA
No allow.	-	8-44/-	-	No allow.	-	No allow.	No allow.	No allow.	IMC
No allow.	-	4-49/-	-	No allow.	-	No allow.	-	No allow.	IM1
No allow.	No allow.	-	7-52/-	No allow.	9-48/-	No allow.	-	No allow.	IM2
No allow.	No allow.	12-51/-	1-52/-	No allow.	11-51/-	No allow.	7-48/-	No allow.	IM3
-	-	-	-	-	-	-	-	-	IMSN/SA
No allow.	-	No allow.	No allow.	No allow.	No allow.	No allow.	No allow.	No allow.	OMC
No allow.	7-51/-	No allow.	No allow.	No allow.	-	No allow.	No allow.	No allow.	OM1
No allow.	-	No allow.	7-48/-	No allow.	No allow.	No allow.	No allow.	No allow.	OM2
No allow.	-	No allow.	No allow.	-	-	No allow.	No allow.	No allow.	OM3
-	-	-	-	-	-	-	-	-	OMSN/SA
12-51/-	9-48/9-49	2-51/-	5-42/3-52	1-53/-	3-53/-	-	5-51/4-53	-	TEC
5-52/-	12-51/-	8-50/12-52	7-52/7-53	10-51/3-53	7-50/-	1-51/-	6-49/7-52	12-52/-	TE1
3-52/12-52	12-51/4-52	5-52/-	6-48/-	11-52/-	2-52/-	No allow.	11-51/-	-	TE2
-	5-52/-	8-51/4-52	5-52/-	9-52/-	4-52/-	-	8-51/9-52	-	TE3
-	-	-	-	-	-	-	-	-	TESN/SA
12-49/7-50	2-47/11-50	9-41/2-49	4-39/5-49	12-48/12-49	4-50/7-50	No allow.	2-47/7-50	1-49/-	RMC
11-47/7-49	11-47/10-48	6-48/7-49	3-49 8-49	7-48/2-50	5-49/7-49	No allow.	10-48/1-50	9-51/-	RM1
12-48/7-49	9-47/11-49	9-49/11-50	5-46/9-49	2-50/11-50	6-50/10-50	6-50/10-51	12-48/1-51	7-50/-	RM2
7-50/2-52	5-47/4-52	12-51/-	9-51/-	8-51/2-53	11-51/-	No allow.	12-51/4-52	4-52/-	RM3
1-53/-	-	6-52/-	8-52/-	-	-	-	9-52/-	-	RMSN/SA
8-52/-	3-53/-	5-45/6-53	5-45/9-51	10-50/-	12-50/-	-	8-52/-	-	YNC
7-47/8-50	2-49/11-50	4-46/8-51	12-45/6-51	10-50/6-52	11-50/8-51	4-52/-	4-50/5-51	2-53/-	YN1
11-45/6-51	1-51/7-53	3-46/-	5-50/6-51	2-51/-	7-53/-	8-52/-	10-48/3-52	-	YN2
6-52/4-53	4-52/7-52	7-52/3-53	9-52/4-53	2-52/9-52	5-53/-	-	4-52/7-52	-	YN3
9-52/11-52	2-52/12-52	5-52/2-53	11-51/3-53	2-49/12-51	3-53/-	-	7-52/12-52	-	YNSN/SA
-	-	-	6-53/-	-	-	-	-	No allow.	PNC
7-53/-	9-52/-	3-52/-	1-52/-	4-52/-	7-52/-	-	10-52/-	7-52/-	PN1
-	-	-	1-52/12-52	11-51/9-52	9-53/-	-	8-51/-	-	PN2
5-51/6-52	4-52/7-52	7-52/-	1-51/12-52	8-52/-	3-52/5-53	-	5-51/8-52	4-53/-	PN3
7-52/-	-	5-53/-	2-53/-	-	8-52/-	-	9-52/-	2-53/-	PNSN/SA
8-51/-	6-52/-	7-50/11-51	7-50/1-51	7-50/7-52	1-52/-	-	12-51/5-52	-	SKC
3-51/11-51	7-49/8-51	7-50/9-51	1-51/9-51	5-50/10-51	9-51/11-51	10-51/-	4-51/10-51	10-51/10-52	SK1
6-52/-	7-50/8-52	5-53/-	2-46/9-52	10-51/-	2-52/9-52	-	11-51/5-52	7-52/-	SK2
5-51/7-52	10-51/7-52	6-46/7-52	6-46/4-52	1-52/9-52	7-52/-	-	8-52/9-52	6-53/-	SK3
12-51/7-52	1-52/5-52	5-52/7-52	5-52/7-52	4-52/-	10-52/-	-	6-48/6-52	-	SKSN/SA
-	-	2-52/-	11-52/-	3-53/-	-	-	7-50/-	-	DKC
4-51/-	2-50/3-52	10-50/5-53	2-51/-	2-52/-	8-52/-	-	11-52/-	-	DK1
5-52/-	6-48/3-53	3-51/-	6-48/-	6-48/-	11-51/-	-	12-51/-	-	DK2
-	5-52/10-52	-	10-51/5-53	10-51/-	10-52/-	-	6-52/-	-	DK3
-	-	-	-	-	-	-	7-53/-	-	DKSN/SA
7-50/6-51	9-51/1-52	6-46/8-49	12-48/7-50	6-46/7-50	2-51/1-52	7-51/4-52	2-51/9-51	2-50/-	CSC
9-51/7-52	5-48/2-52	9-51/1-52	6-49/7-51	10-44/1-51	8-50/3-52	7-50/9-52	3-51/7-51	5-47/-	CS1
12-50/5-51	9-51/3-52	1-51/9-51	9-51/1-52	10-50/2-51	12-50/9-52	9-52/-	9-48/12-50	6-50/-	CS2
2-48/7-52	2-48/-	6-52/2-53	8-48/7-52	8-48/-	6-52/-	5-51/-	8-51/7-52	5-52/-	CS3
11-51/10-52	12-52/-	6-51/-	8-52/-	1-49/11-52	-	-	12-51/6-52	-	CSSN
6-52/-	8-51/-	9-51/11-52	1-53/-	-	-	-	8-51/-	-	CS1
-	-	9-48/-	-	-	-	-	3-51/10-52	-	CS2
-	-	-	-	-	-	-	-	-	CS3
7-46/7-50	10-47/6-52	9-51/1-52	7-51/1-52	7-51/-	9-51/5-52	3-52/-	1-47/9-51	11-52/-	CSSN
3-51/6-52	6-52/9-52	1-48/8-49	12-48/9-51	2-52/-	5-52/8-52	5-52/-	3-51/6-52	11-50/-	CS1
1-51/8-52	5-51/7-52	10-51/4-52	10-51/11-52	1-51/-	12-45/6-52	-	11-51/-	12-45/-	CS2
-	6-52/-	8-50/-	8-50/-	3-52/-	10-52/-	-	4-52/-	-	CS3
-	-	-	-	-	-	-	-	-	CSSN
4-52/-	9-52/2-53	12-45/11-51	6-52/-	9-51/-	5-51/-	8-51/-	6-52/12-52	-	NJC 3001
8-51/9-52	11-49/6-52	7-47/11-49	3-50/1-51	12-50/-	3-52/-	6-51/-	5-51/8-52	-	CS1
4-46/8-47	3-47/11-49	11-45/7-48	11-45/10-49	6-49/-	2-47/6-50	7-47/-	1-48/8-50	No allow.	SHC
5-47/-	5-48/8-50	7-50/-	-	8-50/-	8-50/-	4-48/-	12-48/-	No allow.	SH1
2-49/-	10-50/-	12-49/11-51	-	10-49/-	10-49/-	10-49/-	2-49/12-50	No allow.	SH2
-	-	5-48/-	5-48/-	-	-	-	-	No allow.	SH3
1-48/-	8-48/-	1-48/-	-	8-48/-	-	-	-	No allow.	SH1
-	-	11-47/-	-	-	-	-	-	No allow.	SH2
-	-	7-47/-	3-48/-	-	-	-	12-49/-	No allow.	SH3
11-50/-	8-50/-	4-49/-	10-50/-	-	-	-	8-50/-	No allow.	SH1
7-48/-	1-51/-	-	-	4-51/-	1-52/-	1-52/-	-	No allow.	SH2
-	2-48/-	-	9-46/-	9-46/-	9-48/-	-	-	No allow.	SH3
-	-	10-50/-	-	9-49/-	-	-	3-48/-	No allow.	SH1
2-52/-	12-46/-	12-46/-	12-46/-	6-47/-	-	-	5-51/-	No allow.	SH2
5-41/1-47	6-46/5-47	4-46/8-46	11-44/12-46	5-41/4-49	4-46/4-47	12-46/9-48	7-46/7-47	No allow.	SH3
4-46/3-47	7-46/11-47	9-47/2-48	7-45/2-48	8-47/7-48	11-46/1-48	11-46/11-48	5-45/4-48	No allow.	SH1
11-44/9-49	5-48/7-48	5-48/8-48	9-48/2-50	6-47/11-50	8-48/8-50	8-49/-	6-48/9-48	No allow.	SH2
6-48/11-51	1-48/3-51	3-48/11-51	6-48/10-50	10-48/-	11-50/-	1-51/-	12-47/10-50	No allow.	SH3
-	-	-	-	-	-	-	-	-	SHSN
No allow.	2-52/-	11-52/-	-	12-51/-	2-52/-	No allow.	2-52/-	No allow.	JOC
-	-	-	-	3-53/-	-	No allow.	8-50/-	No allow.	JO1
-	-	-	-	-	-	-	-	-	JO2

BuPers Shore Duty Eligibility List (cont.)

	RATE	CONTINUOUS SEA DUTY TO APPLY FOR SDEL	ANYWHERE U. S.	COM-1	COM-3	COM-4	COM-5	COM-6
Journalist (cont.)	JO3 JOSN/SA	18 18	11-51/- - 1-53/- -	11-51/- - 11-52/- -	11-51/- - 1-53/- -	No allow. - - - -	- - - - - - - -	- - - - - - - -
Lithographer & Printer 	LIC } PIC } L11 } P11 } L12 } P12 } L13 } P13 } LISN/SA } PISN/SA }	24 24 24 24 24 24	- - - - 9-51/- - 4-51/- - 8-51/- - 10-50/5-52	- - - - 8-52/- - - - - - No allow. 8-52/- -	No allow. No allow. No allow. No allow. 4-52/- -	- - - - No allow. 9-50/- - 8-51/- - 4-52/- -	- - - - No allow. - - - - 8-51/- - 6-52/- -	No allow. No allow. No allow. No allow. 10-50/- -
Draftsman 	DMC DM1 DM2 DM3 DMSN/SA	18 18 18 18 18	- - - - - - - - - - - - - - - - - - - -	No allow. - - - - - - - - No allow. - - - -	- - - - - - - - - - - - - - - - - - - -	No allow. - - - - - - - - - - - - - - - -	- - - - - - - - - - - - - - - - - - - -	- - - - No allow. - - - - - - - - - - - -
Machinist's Mate 	MMC MM1 MM2 MM3 MMFN/FA	48 48 48 36 36	12-40/8-45 2-43/9-45 1-47/10-47 3-49/10-49	2-44/2-47 10-42/3-46 10-47/11-47 10-49/8-50	11-44/11-46 9-45/3-46 1-47/1-48 3-45/8-48	12-40/1-47 2-43/5-44 1-47/10-47 2-48/8-48	12-40/1-47 1-46/2-46 11-47/3-48 11-49/10-50	11-44/10-47 7-45/2-46 2-46/11-47 6-48/7-50
Engineman 	ENC EN1 EN2 EN3 ENFN/FA	48 48 36 36 36	6-38/- - 7-44/9-48 10-47/2-49 8-48/- - 10-48/- -	5-49/- - 6-46/9-48 1-43/6-48 5-50/12-51 - - - -	1-50/- - 10-47/3-48 3-47/12-48 10-48/5-50 10-48/- -	7-50/- - 10-41/4-48 7-42/6-48 7-48/5-50 - - - -	- - - - 8-47/3-49 9-51/- - 9-49/- - 10-48/- -	6-38/4-49 6-48/- - 12-47/5-48 7-46/11-51 10-48/- -
Machinery Repairman 	MRC MR1 MR2 MR3 MRFN/FA	48 48 36 36 36	12-45/- - 5-49/- - 1-47/9-50 1-51/- - - - - -	No allow. 9-48/- - 1-50/- - - - - - - - - -	No allow. - - - - 11-48/- - No allow. No allow.	- - - - - - - - No allow. No allow. - - - -	- - - - 4-46/- - 1-50/- - - - - - - - - -	5-46/- - 2-43/1-49 2-46/12-49 - - - - - - - -
Boilerman 	BTC BT1 BT2 BT3 BTFN/FA	48 48 48 48 48	9-39/8-48 12-39/8-44 2-44/9-47 11-47/2-48 4-48/2-51	5-38/7-48 3-43/2-45 11-40/1-47 1-47/1-48 - - - -	6-46/7-48 4-41/8-42 11-40/8-46 10-47/5-48 4-48/- -	5-38/8-50 12-39/7-42 1-46/9-47 12-47/5-48 4-48/- -	2-38/3-45 5-41/5-43 2-47/11-47 12-47/11-48 3-40/- -	8-37/11-46 12-39/2-45 8-44/11-47 2-48/4-48 2-51/- -
Electrician's Mate 	EMC EM1 EM2 EM3 EMFN/FA	48 48 36 36 36	1-40/8-50 7-47/12-47 7-45/4-50 3-48/- - - - - -	12-46/- - 12-47/3-48 5-51/10-51 4-50/11-51 - - - -	12-46/10-50 2-44/2-48 7-45/8-51 4-50/6-50 - - - -	3-49/- - 6-47/1-48 7-45/12-50 4-50/- - - - - -	10-47/4-50 11-47/12-47 5-46/12-50 - - - - - - - -	9-46/10-50 12-47/2-48 5-46/- - 3-48/- - - - - -
I. C. Electrician 	ICC IC1 IC2 IC3 ICFN/FA	48 48 36 36 36	- - - - 11-49/- - 4-46/10-50 - - - - - - - -	No allow. 7-43/- - 3-49/- - - - - - - - - -	No allow. 12-46/- - 3-49/- - No allow. 4-51/- -	10-45/- - No allow. 10-48/- - - - - - 4-51/- -	No allow. 3-50/- - - - - - - - - - - - - -	9-50/- - 12-46/- - No allow. No allow. - - - -
Metalsmith 	MEC ME1 ME2 ME3 MFN/FA	48 48 36 36 36	3-47/5-50 1-46/3-47 2-48/6-48 8-48/3-51 - - - -	4-47/- - 9-46/3-47 6-48/7-50 8-50/4-51 - - - -	4-50/- - 1-46/6-47 2-48/7-50 No allow. - - - -	8-40/- - 1-46/3-48 4-48/2-49 No allow. - - - -	2-49/- - 1-46/5-48 10-48/- - 1-51/- - - - - -	2-47/10-50 12-46/12-47 9-48/12-48 6-50/9-51 - - - -
Pipe Fitter 	FPC FP1 FP2 FP3 FPFN/FA	48 48 36 24 24	1-50/- - 7-47/12-47 9-50/11-50 10-48/5-52 9-52/- -	1-50/- - 2-46/4-48 - - - - No allow. - - - -	12-47/- - 1-47/2-48 No allow. 4-48/9-52 9-52/- -	12-47/- - 3-47/12-47 12-44/10-50 No allow. 10-52/- -	10-49/- - 11-44/12-47 10-50/- - 5-52/- - 6-52/- -	3-47/12-49 11-44/11-47 11-50/5-51 10-50/7-52 - - - -
Damage Controlman 	DCC DC1 DC2 DC3 DCFN/FA	36 36 36 24 24	2-49/- - 9-49/7-50 8-46/9-50 1-52/- - 2-52/6-52	- - - - 5-48/3-49 8-46/2-51 3-49/11-52 6-52/- -	9-48/- - 9-49/5-51 7-47/10-51 11-52/- - 2-52/- -	- - - - 12-45/3-50 12-48/2-51 3-49/4-52 7-52/- -	6-48/- - 12-45/7-51 2-50/- - 5-52/- - 12-52/- -	- - - - 4-50/9-50 9-51/- - 5-52/- - 4-52/- -
Patternmaker 	PMC PM1 PM2 PM3 PMFN/FA	48 48 36 36 36	- - - - - - - - - - - - - - - - - - - -	No allow. No allow. No allow. No allow. - - - -	No allow. No allow. No allow. No allow. - - - -	No allow. No allow. No allow. No allow. - - - -	No allow. No allow. No allow. No allow. - - - -	No allow. No allow. No allow. No allow. - - - -
Molder 	MLC ML1 ML2 ML3 MLFN/FA	48 48 36 36 36	- - - - 3-50/- - - - - - - - - - - - - -	No allow. 3-50/- - - - - - No allow. - - - -	No allow. No allow. No allow. No allow. - - - -	No allow. No allow. No allow. No allow. - - - -	No allow. No allow. No allow. No allow. - - - -	No allow. No allow. No allow. No allow. - - - -
Surveyor 	SVC SV1 SV2 SV3 SVCN/CP	18 18 18 18 18	12-50/- - - - - - - - - - - - - - - - - -	No allow. - - - - - - - - - - - - - - - -	No allow. No allow. No allow. No allow. - - - -	No allow. No allow. No allow. No allow. 6-53/- -	12-50/- - - - - - - - - - - - - - - - - -	No allow. - - - - - - - - 7-52/- - - - - -




COM-8	COM-9	COM-11	COM-12	COM-13	PRNC	SRNC	CNATRA	CNATE	RATE
No allow. — — — —	4-52/— — 11-52/— —	4-53/— — 1-53/— —	5-52/— — — — — —	— — — — — — — —	12-52/— — — — — —	— — — — — — — —	4-52/— — — — — —	No allow. — — — —	JO3 JOSN/SA
No allow. — — — —	— — — —	No allow. — — — —	— — — —	No allow. — — — —	— — — —	No allow. — — — —	No allow. — — — —	No allow. — — — —	LIC PIC
No allow. — — — —	No allow. — — — —	— — — —	No allow. — — — —	No allow. — — — —	8-48/8-52	No allow. — — — —	No allow. — — — —	No allow. — — — —	L11 P11
No allow. — — — —	— — — —	No allow. — — — —	3-49/— —	No allow. — — — —	— — — —	No allow. — — — —	No allow. — — — —	No allow. — — — —	L12 P12
No allow. — — — —	No allow. — — — —	No allow. — — — —	12-47/— —	No allow. — — — —	2-53/— —	No allow. — — — —	No allow. — — — —	No allow. — — — —	L13 P13
12-51/— —	10-52/— —	— — — —	7-52/— —	7-52/— —	6-52/— —	— — — —	10-50/— —	— — — —	LISN/SA PISN/SA
— — — —	No allow. — — — —	— — — —	No allow. — — — —	No allow. — — — —	— — — —	No allow. — — — —	— — — —	No allow. — — — —	DMC
No allow. — — — —	— — — —	— — — —	— — — —	No allow. — — — —	— — — —	No allow. — — — —	— — — —	No allow. — — — —	DM1
— — — —	— — — —	— — — —	— — — —	No allow. — — — —	— — — —	No allow. — — — —	— — — —	No allow. — — — —	DM2
— — — —	— — — —	— — — —	— — — —	No allow. — — — —	— — — —	No allow. — — — —	— — — —	No allow. — — — —	DM3
— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	DMSN/SA
3-41/1-44 1-46/4-46 2-46/2-48 5-48/— — 3-48/— —	12-40/9-46 2-43/7-45 4-47/1-48 3-49/2-51 — — — —	7-38/9-46 8-38/11-45 12-47/1-48 3-49/5-51 7-50/— —	12-38/7-46 10-42/1-46 12-47/1-48 1-51/9-51 7-50/— —	6-45/10-46 3-44/4-46 11-47/1-48 — — — — — — — —	2-44/8-49 2-43/5-46 9-47/5-46 11-49/6-51 — — — —	6-41/7-49 5-45/5-46 9-47/5-48 No allow. — — — —	8-45/4-48 3-43/3-46 11-47/2-48 10-48/— — 3-48/— —	No allow. No allow. No allow. No allow. — — — —	MMC MM1 MM2 MM3 MMFN/FA
10-43/— — 5-47/12-47 12-48/4-49 8-48/— —	— — — — 7-44/1-47 3-45/8-48 No allow. — — — —	1-48/4-49 10-43/11-46 4-46/6-48 3-49/9-51 — — — —	— — — — 11-46/9-48 2-49/— — — — — — — — — —	11-35/7-50 9-44/7-48 4-48/— — 3-49/9-51 — — — —	— — — — 8-47/3-49 7-47/11-51 — — — — — — — —	— — — — 1-49/5-50 9-51/— — — — — — — — — —	1-50/6-50 12-42/2-47 10-47/12-48 4-49/1-51 — — — —	No allow. — — — — 3-51/— — No allow. — — — —	ENC EN1 EN2 EN3 ENFN/FA
No allow. No allow. No allow.	4-48/— — 8-48/— — — — — —	9-46/— — 1-47/6-48 — — — —	4-50/— — 1-47/— — — — — —	No allow. No allow. 12-47/— — No allow.	— — — — — — — — — — — — — — — —	No allow. — — — — No allow. No allow.	No allow. No allow. 6-48/3-49 1-51/— —	No allow. No allow. No allow. No allow.	MRC MR1 MR2 MR3 MRFN/FA
2-49/9-50 3-43/2-46 10-46/12-47 No allow.	6-47/6-50 10-40/7-45 10-46/10-47 1-47/10-48 7-50/— —	2-39/11-47 3-43/4-44 12-47/1-48 9-50/— — 11-47/— —	9-39/6-47 2-41/11-44 11-47/12-47 12-40/10-50 11-47/— —	9-39/9-49 2-41/6-44 2-45/12-47 7-46/4-49 — — — —	9-49/— — 4-46/12-46 11-47/1-48 11-48/10-50 — — — —	10-49/— — 5-43/12-46 No allow. No allow. 5-48/— —	12-47/— — 1-44/12-45 2-44/11-47 3-48/6-49 — — — —	No allow. 1-46/12-47 No allow. No allow. No allow.	BTC BT1 BT2 BT3 BTFN/FA
1-40/11-49 6-46/11-47 1-43/1-49 No allow.	8-48/7-50 12-47/5-48 4-50/10-50 9-51/— —	3-35/6-43 4-45/12-47 4-50/7-51 11-48/— —	3-35/1-50 8-47/2-48 4-52/— — 11-48/— —	6-39/— — 7-47/1-48 — — — — — — — —	3-49/— — 1-48/5-48 — — — — — — — —	10-47/2-51 1-48/12-48 8-51/— — — — — —	9-50/— — 8-46/6-48 4-51/— — 10-49/12-51	No allow. No allow. No allow. No allow.	EMC EM1 EM2 EM3 EMFN/FA
3-50/— — — — — —	— — — — 10-48/11-51	1-49/— — 1-48/— —	11-41/2-50 4-46/— — No allow.	11-49/— — 4-46/— — No allow.	No allow. 4-49/— — No allow.	No allow. — — — — No allow.	— — — — — — — — — — — —	No allow. No allow. No allow. No allow.	ICC IC1 IC2 IC3 ICFN/FA
3-47/10-50 8-44/3-47 6-48/1-49 No allow.	3-47/— — 7-47/3-48 11-43/10-48 1-49/— —	5-45/2-49 3-47/10-47 6-48/10-48 8-49/— —	5-45/— — 3-47/7-48 5-48/6-49 8-48/— —	12-49/10-50 2-46/12-47 6-48/9-50 No allow.	8-40/— — 1-46/3-48 — — — — 6-50/— —	10-50/— — 6-43/9-48 No allow. No allow.	10-50/— — 12-46/11-47 12-47/7-48 3-51/— —	No allow. No allow. No allow. No allow.	MEC ME1 ME2 ME3 MEFN/FA
1-50/— — 7-47/3-49 7-48/7-51 No allow.	9-48/— — 12-47/2-49 9-50/10-51 2-52/7-52	9-48/3-50 7-47/12-47 12-50/— — 10-48/— — 9-52/— —	3-50/— — 9-47/2-48 8-50/— — 8-52/— — 9-52/— —	No allow. 6-50/— — No allow. No allow.	— — — — 4-48/3-50 8-50/5-51 No allow.	No allow. 4-48/— — 12-50/— — 9-51/— —	No allow. 12-47/5-50 No allow. 5-52/— —	No allow. No allow. No allow. No allow.	FPC FP1 FP2 FP3 FPFN/FA
No allow. 4-50/— — 7-48/— — No allow. 6-52/— —	— — — — 10-46/12-49 8-46/— — 6-51/9-52 4-52/6-52	1-50/12-51 6-44/2-50 7-47/1-51 3-52/5-52 8-52/10-52	— — — — 6-50/2-51 7-47/— — 8-51/4-52 8-52/— —	2-50/12-51 1-51/— — 8-51/— — 3-48/— —	2-49/— — 8-51/— — 7-47/10-51 — — — —	— — — — 8-51/— — 8-50/— — — — — —	— — — — 7-50/— — 1-49/— — — — — —	No allow. No allow. No allow. No allow.	DCC DC1 DC2 DC3 DCFN/FA
No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	2-50/— — — — — — 9-51/— — — — — —	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	PMC PM1 PM2 PM3 PMFN/FA
No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	7-42/— — — — — — 7-48/— — — — — —	— — — — — — — — — — — — — — — —	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	MLC ML1 ML2 ML3 MLFN/FA
No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	No allow. — — — — — — — — — — — —	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	12-50/— — No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	No allow. No allow. — — — — — — — —	No allow. No allow. No allow. No allow.	SVC SV1 SV2 SV3 SVCN/CP

BuPers Shore Duty Eligibility List (cont.)

	RATE	CONTINUOUS SEA DUTY TO APPLY FOR SDEL	ANYWHERE U. S.	COM-1	COM-3	COM-4	COM-5	COM-6
Construction Electrician's Mate 	CEC	18	— — — —	— — — —	No allow.	No allow.	— — — —	No allow.
	CE1	18	3-53/—	— — — —	No allow.	No allow.	6-51/—	— — — —
	CE2	18	— — — —	— — — —	— — — —	No allow.	— — — —	— — — —
	CE3	18	8-52/3-53	1-53/—	No allow.	No allow.	10-52/—	6-52/—
	CECN/CP	18	— — — —	— — — —	— — — —	10-51/—	— — — —	— — — —
Driver 	CDC	24	9-51/1-52	7-52/—	No allow.	1-49/—	11-51/—	1-49/1-52
	CD1	24	3-51/7-51	9-52/—	No allow.	6-51/—	3-51/11-51	3-51/6-51
	CD2	24	1-51/11-51	1-51/10-52	5-52/—	1-52/—	3-51/—	9-50/2-52
	CD3	24	9-47/6-52	9-52/10-52	No allow.	4-52/—	4-52/12-52	1-51/4-52
	CDCN/CP	24	5-52/10-52	10-52/—	— — — —	2-52/10-52	— — — —	5-52/12-52
Mechanic 	CMC	24	1-52/—	— — — —	No allow.	No allow.	— — — —	— — — —
	CM1	24	6-52/—	11-50/9-52	No allow.	No allow.	3-51/—	12-50/—
	CM2	24	8-52/—	8-51/—	No allow.	No allow.	8-52/—	10-52/—
	CM3	24	6-52/8-52	12-52/—	No allow.	No allow.	12-51/—	10-50/11-52
	CMCN/CP	24	4-52/—	9-52/—	— — — —	— — — —	11-52/—	— — — —
Builder 	BUC	24	8-50/4-51	3-51/10-52	No allow.	No allow.	6-51/10-52	8-50/5-51
	BU1	24	3-48/4-52	8-50/—	No allow.	No allow.	3-48/8-52	9-48/8-52
	BU2	24	9-50/6-52	2-51/10-52	No allow.	No allow.	— — — —	No allow.
	BU3	24	7-52/12-52	— — — —	No allow.	No allow.	— — — —	No allow.
	BUCN/CP	24	8-52/2-53	3-50/—	3-50/—	6-52/—	8-52/—	8-52/—
Steelworker 	SWC	24	9-39/9-51	— — — —	No allow.	No allow.	No allow.	No allow.
	SW1	24	1-49/6-51	— — — —	No allow.	No allow.	5-48/9-49	No allow.
	SW2	24	1-50/6-52	— — — —	No allow.	No allow.	— — — —	No allow.
	SW3	24	10-52/12-52	12-52/—	No allow.	No allow.	3-52/—	No allow.
	SWCN/CP	24	9-52/—	— — — —	— — — —	— — — —	9-52/—	9-52/—
Utilities Man 	UTC	18	7-37/—	7-37/—	No allow.	No allow.	— — — —	7-37/—
	UT1	18	7-48/—	7-48/—	No allow.	No allow.	— — — —	— — — —
	UT2	18	— — — —	— — — —	No allow.	No allow.	— — — —	— — — —
	UT3	18	3-53/6-53	7-52/—	No allow.	No allow.	— — — —	— — — —
	UTCN/CP	18	5-53/—	6-53/—	— — — —	— — — —	— — — —	— — — —
Steward 	SDC	36	12-27/—	— — — —	3-49/—	8-51/8-51	12-34/—	— — — —
	SD1	36	6-42/1-50	7-42/5-50	12-43/8-48	10-43/6-47	1-41/12-49	7-42/2-51
	SD2	36	12-42/10-50	5-46/9-50	10-42/1-46	12-42/8-46	4-47/8-49	11-46/11-50
	SD3	36	3-45/8-50	3-44/4-48	3-44/11-45	9-46/11-46	9-46/8-50	1-47/7-51
	TN/TA	24	7-52/—	9-46/—	11-45/3-51	1-51/11-51	11-45/3-49	— — — —
Aviation Machinist's Mate 	ADC	24	1-51/6-51	9-47/4-48	9-48/1-51	1-43/10-48	10-47/6-49	5-47/5-48
	AD1	24	8-49/8-51	10-42/11-47	11-49/8-50	3-46/7-50	10-47/12-48	9-47/8-49
	AD2	24	6-50/3-51	10-46/6-48	6-48/8-51	7-49/4-50	5-47/9-51	1-48/8-49
	AD3	18	1-51/10-51	12-51/10-52	5-51/4-53	8-52/3-53	4-52/4-53	9-48/10-50
	ADAN/AA	18	4-52/2-53	— — — —	— — — —	— — — —	— — — —	4-53/—
Aviation Electronics Technician & Aviation Electrician 	ALC}	24	8-47/9-51	5-47/3-51	— — — —	7-50/2-52	7-47/7-52	5-47/3-50
	ATC}							
	AL1}	24	8-49/5-50	3-47/4-48	1-49/8-50	3-48/5-50	12-48/10-50	12-49/8-50
	AT1}							
	AL2}	18	8-52/—	8-47/—	4-46/—	4-46/6-53	11-52/—	8-47/—
	AT2}	18	5-51/11-52	11-52/3-53	7-52/—	7-52/3-53	3-53/—	4-53/—
	AL3}							
	AT3}	18	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —
	ALAN/AA}							
	ATAN/AA}	18	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —
Aviation Ordnanceman 	AOC	24	4-50/2-52	7-48/5-49	7-48/—	5-50/8-51	2-48/5-50	9-52/—
	AO1	24	3-49/6-50	4-43/4-47	3-47/9-50	2-42/11-47	4-47/5-50	4-47/8-50
	AO2	24	3-47/7-50	3-48/12-48	12-46/—	12-46/11-48	11-47/3-52	8-49/1-51
	AO3	18	9-46/9-52	3-48/11-50	8-52/7-53	4-48/7-52	4-53/—	1-51/12-51
	AOAN/AA	18	2-53/5-53	3-53/—	3-53/—	4-53/5-53	3-53/—	12-52/—
Air Controlman 	ACC	18	— — — —	— — — —	— — — —	— — — —	4-53/—	— — — —
	AC1	18	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —
	AC2	18	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —
	AC3	18	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —
	ACAN/AA	18	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —
Aviation Boatswain's Mate 	ABC	24	1-51/11-52	8-51/—	8-51/—	9-51/10-52	1-52/—	— — — —
	AB1	24	7-50/1-51	3-47/12-50	No allow.	8-50/5-51	2-48/5-52	5-51/6-52
	AB2	24	4-48/5-51	5-46/9-48	5-46/1-51	9-48/7-51	4-47/—	5-51/—
	AB3	18	4-49/1-52	5-51/10-52	No allow.	11-47/1-52	4-48/8-53	5-51/1-52
	ABAN/AA	18	4-52/3-53	4-52/—	3-53/4-53	12-52/3-53	— — — —	3-53/—
Aviation Electrician's Mate 	AEC	24	9-49/12-52	7-46/12-52	7-46/—	4-49/6-49	10-51/—	— — — —
	AE1	24	2-47/—	10-50/10-51	2-50/—	8-51/—	1-52/—	2-50/—
	AE2	18	1-53/—	9-48/—	10-51/—	9-45/—	7-52/—	9-48/—
	AE3	18	8-51/2-53	11-47/—	No allow.	4-48/12-52	3-53/—	9-52/—
	AEAN/AA	18	— — — —	10-50/—	9-52/—	— — — —	— — — —	— — — —
Aviation Structural Mechanic 	AMC	24	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —
	AM1	24	8-52/—	9-48/9-51	7-50/5-52	7-47/7-51	12-49/9-52	— — — —
	AM2	18	12-46/—	12-46/7-52	— — — —	12-46/—	— — — —	— — — —
	AM3	18	11-52/3-53	6-51/—	— — — —	3-53/—	1-51/—	— — — —
	AMAN/AA	18	12-52/4-53	4-53/—	3-53/—	3-53/—	— — — —	5-52/—
Parachute Rigger 	PRC	24	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —
	PR1	24	— — — —	3-51/—	10-48/—	10-48/6-52	1-52/—	11-52/—

COM-8	COM-9	COM-11	COM-12	COM-13	PRNC	SRNC	CNATRA	CNATE	RATE
No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	3-53/- -- -- -- -- -- -- -- -- -- --	-- -- -- No allow. 11-52/- -- -- -- --	No allow. No allow. -- -- -- No allow.	-- -- -- No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	-- -- -- 10-53/- -- -- -- -- 10-52/- -- 10-51/- --	No allow. No allow. No allow. No allow.	CEC CE1 CE2 CE3 CECN/CP
No allow. No allow. No allow. No allow. 10-52/- --	1-51/- -- 7-51/10-52 1-52/8-52 6-52/10-52 11-52/2-53	8-50/4-52 1-50/6-51 8-48/12-52 8-48/10-52 8-52/11-52	2-51/- -- 9-51/- -- 8-43/- -- 11-52/- -- 11-52/- --	2-51/- -- -- -- -- 3-50/5-52 -- -- -- 11-52/- --	-- -- -- 11-51/10-52 5-51/6-52 9-52/- -- -- -- --	No allow. No allow. No allow. No allow.	12-51/- -- 6-51/12-51 5-52/- -- 9-47/4-52 -- -- --	No allow. No allow. No allow. No allow.	CDC CD1 CD2 CD3 CDCN/CP
No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	1-52/- -- -- -- -- 11-53/- -- 8-52/- --	No allow. -- -- -- -- -- -- 11-52/- --	No allow. -- -- -- No allow. 9-52/- -- 10-52/- --	No allow. No allow. No allow. No allow. 6-52/- --	No allow. -- -- -- -- -- -- 5-51/- -- 6-52/- --	-- -- -- 11-50/- -- 10-52/- -- 2-51/3-53 -- -- --	No allow. No allow. No allow. No allow.	CMC CM1 CM2 CM3 CMCN/CP
No allow. No allow. No allow. No allow.	7-51/- -- 1-51/- -- -- -- -- 7-52/- -- 6-52/- --	12-50/7-52 4-51/1-52 9-50/- -- 6-52/12-52 11-52/- --	8-50/4-52 1-52/- -- -- -- -- -- -- -- -- -- --	1-53/- -- -- -- -- No allow. No allow. -- -- --	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	3-51/- -- 3-48/- -- 6-52/- -- 12-49/12-52 12-52/- --	No allow. No allow. No allow. No allow.	BUC BU1 BU2 BU3 BUCN/CP
No allow. No allow. No allow. No allow. 1-53/- --	No allow. 8-48/- -- 11-51/- -- -- -- -- -- -- --	3-47/9-52 2-51/- -- 1-50/- -- 12-52/3-53 -- -- --	5-51/- -- No allow. 1-50/- -- No allow. -- -- --	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	9-39/1-52 1-49/12-50 9-51/6-52 3-52/12-52 -- -- --	No allow. No allow. No allow. No allow.	SWC SW1 SW2 SW3 SWCN/CP
No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. 5-53/- --	3-51/- -- 6-52/- -- -- -- -- 6-53/- -- 6-53/- --	3-51/- -- -- -- -- 9-48/- -- -- -- -- -- -- --	No allow. No allow. No allow. -- -- -- -- -- --	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	-- -- -- 2-53/- -- -- -- -- 4-53/- -- -- -- --	No allow. No allow. No allow. No allow.	UTC UT1 UT2 UT3 UTCN/CP
11-46/5-51 9-49/- -- 3-51/- --	12-43/5-50 2-46/9-49 8-50/- -- -- -- --	12-27/6-48 9-38/11-47 7-49/9-50 3-45/9-48 2-51/1-53	12-27/8-48 6-42/4-47 11-45/6-46 10-44/6-45 2-51/- --	1-51/- -- 9-38/12-51 11-45/9-50 3-45/9-50 -- -- --	10-50/5-51 4-47/12-50 8-51/- -- 11-51/- --	10-50/- -- 11-50/- -- 8-49/- -- -- -- --	6-51/1-52 11-48/11-50 7-49/12-50 2-51/5-51	10-46/6-51 12-42/12-51 8-46/9-51 -- -- --	SDC SD1 SD2 SD3 TN/TA
10-47/6-50 3-49/5-52 11-51/3-52 9-49/10-52	1-51/8-51 8-47/5-52 2-51/8-52 1-51/6-52 -- -- --	8-47/7-48 4-46/4-48 2-47/8-49 9-50/6-51 4-52/- --	7-37/12-46 9-44/12-48 1-46/4-48 1-50/8-51 9-50/8-53	7-37/12-46 11-47/3-50 1-46/1-50 10-48/12-50 10-48/- --	2-44/8-51 11-44/2-51 10-50/9-51 1-51/8-52 4-53/- --	2-44/7-51 2-48/6-51 12-48/7-52 7-53/- -- -- -- --	7-34/4-43 10-42/1-48 10-46/8-50 10-48/10-50 9-48/7-52	2-52/- -- 9-49/5-52 7-50/1-51 3-53/7-53 -- -- --	ADC AD1 AD2 AD3 ADAN/AA
-- -- -- 1-49/- --	3-45/9-47 9-48/- --	2-43/8-48 3-48/9-49	3-43/1-47 8-43/12-47	7-48/11-48 6-44/1-48	8-51/- -- 6-49/10-50	8-51/- -- 6-49/3-51	1-47/5-47 9-47/12-48	8-46/8-47 10-49/8-51	ALC ATC AL1 AT1
-- -- --	7-52/- --	8-48/8-52	8-44/9-48	10-50/- --	5-51/- --	-- -- --	8-50/8-52	-- -- --	AL2 AT2
-- -- --	-- -- --	2-53/- --	2-53/- --	8-50/- --	-- -- --	-- -- --	8-50/- --	6-53/- --	AL3 AT3
-- -- --	-- -- --	7-48/- --	5-53/- --	3-49/- --	-- -- --	-- -- --	7-48/2-53	-- -- --	ALAN/AA ATAN/AA
5-50/- -- 2-50/8-51 1-51/9-51 3-48/10-52 4-53/- --	8-49/- -- 11-44/6-48 7-48/1-51 4-48/1-52 6-51/1-53	6-40/7-47 7-44/4-48 11-47/1-52 1-49/8-52 3-53/- --	9-37/2-49 7-44/11-47 11-47/3-51 1-49/9-52 11-52/- --	9-41/7-48 9-41/3-48 2-48/12-48 3-51/3-53 10-52/- --	1-51/- -- 2-42/8-50 8-47/12-48 4-48/9-52 6-52/- --	No allow. No allow. No allow. 6-53/- -- -- -- --	5-46/4-48 9-41/9-45 3-47/3-48 9-46/5-49 12-51/9-52	1-49/- -- 1-49/3-51 10-48/- -- 4-48/8-52 5-53/- --	AOC AO1 AO2 AO3 AOAN/AA
-- -- -- -- -- -- -- -- -- -- -- --	-- -- -- -- -- -- -- -- -- -- -- --	1-51/- -- -- -- -- 8-48/- -- -- -- --	-- -- -- -- -- -- 8-52/- -- 10-52/- --	-- -- -- -- -- -- 8-51/- -- 3-53/- --	-- -- -- -- -- -- -- -- -- -- -- --	-- -- -- -- -- -- -- -- -- -- -- --	4-53/- -- -- -- -- 2-53/- -- 8-48/- --	-- -- -- -- -- -- -- -- -- -- -- --	ACC AC1 AC2 AC3 ACAN/AA
2-51/12-51 5-51/- -- -- -- --	5-48/- -- 11-50/- -- -- -- -- 3-46/- --	1-51/9-52 5-47/3-51 2-51/8-52 11-49/3-51	10-51/- -- 6-49/7-51 8-52/1-53 4-48/2-51 4-53/- --	No allow. 5-47/1-51 No allow. No allow. 4-53/- --	3-52/- -- 3-47/8-51 3-50/- -- 9-51/8-52 10-52/- --	-- -- -- No allow. 3-49/- -- 11-50/- -- 8-53/- --	9-51/10-51 10-50/1-51 5-48/10-50 4-49/7-51 4-52/7-53	9-51/- -- 8-52/- -- 11-52/- -- 9-52/2-53 3-53/- --	ABC AB1 AB2 AB3 ABAN/AA
-- -- -- 2-50/- -- -- -- -- 4-53/- --	9-52/- -- -- -- -- -- -- -- 2-53/- --	1-52/8-52 12-49/7-51 -- -- -- 8-52/2-53 4-53/- --	12-49/7-51 11-49/2-51 -- -- -- 8-52/3-53 -- -- --	No allow. 3-51/7-52 No allow. 8-52/- -- -- -- --	9-49/12-52 1-52/- -- 5-53/- -- 8-51/4-53 -- -- --	-- -- -- -- -- -- -- -- -- -- -- -- -- -- --	11-48/1-52 8-46/4-49 9-45/9-48 4-48/9-51 9-52/- --	4-49/- -- -- -- -- 12-50/- -- -- -- -- -- -- --	AEC AE1 AE2 AE3 AEAN/AA
-- -- -- -- -- -- 11-52/- --	12-47/- -- -- -- -- -- -- -- 12-52/- --	1-41/12-47 9-43/5-51 11-48/3-51 4-52/- --	1-41/12-47 9-48/8-50 11-48/8-52 3-51/- --	-- -- -- 5-49/9-50 9-38/1-51 12-48/- --	10-48/7-51 8-48/- -- 1-51/- -- -- -- --	-- -- -- 9-52/- -- -- -- -- -- -- --	1-41/2-51 7-47/9-48 3-49/9-50 6-51/10-52 5-52/- --	-- -- -- 10-48/- -- 2-53/- -- -- -- -- -- -- --	AMC AM1 AM2 AM3 AMAN/AA
-- -- -- -- -- --	-- -- -- -- -- --	8-46/- -- 11-49/- --	9-51/- -- 2-52/6-52	9-51/- -- No allow.	-- -- -- 11-52/- --	-- -- -- No allow.	9-52/- -- 10-50/5-52	-- -- -- No allow.	PRC PR1

BuPers Shore Duty Eligibility List (cont.)

	RATE	CONTINUOUS SEA DUTY TO APPLY FOR SDEL	ANYWHERE U. S.	COM-1	COM-3	COM-4	COM-5	COM-6
Parachute Rigger (cont.) 	PR2	18	9-51/-	1-50/-	-	No allow.	-	-
	PR3	18	1-52/-	11-48/-	-	3-48/-	-	-
	PRAN/AA	18	-	-	-	7-53/-	-	-
Aviation Storekeeper 	AKC	24	-	-	-	-	9-52/-	-
	AK1	24	7-48/-	-	-	9-51/-	10-52/-	8-52/-
	AK2	18	7-50/-	7-52/-	6-47/-	-	-	-
	AK3	18	3-46/5-53	-	5-52/-	7-53/-	2-53/-	2-53/-
	AKAN/AA	18	-	4-53/-	-	3-53/7-53	-	-
Photographer's Mate 	PHC	24	-	7-49/-	No allow.	-	-	4-50/-
	PH1	24	8-51/-	3-51/-	9-48/-	4-49/-	7-52/-	8-50/-
	PH2	18	-	8-48/-	6-50/-	-	3-53/-	7-51/-
	PH3	18	10-52/2-53	5-53/-	4-53/-	4-53/-	-	9-49/-
	PHAN/AA	18	1-53/-	8-52/-	8-52/-	-	-	-
Airman	AN/AA	24	12-47/3-49	6-51/9-52	6-51/-	9-52/9-52	3-49/9-52	11-48/8-52

Examinations for Advancement to First, Second and Third Class PO Rates Will Be Held in August

Servicewide examinations for advancement to pay grades E-4, E-5 and E-6 will be conducted in August for all ratings except FC, PI and AL. Announcement has been made also that examinations for advancement to pay grades E-4, E-5, E-6 and E-7 will be conducted for all ratings in February 1956.

It is pointed out, however, that it will be necessary to apply quota restrictions to some rates due to:

- 1) The total number of a particular rate or rating on board exceeding the Navy's requirements;
- 2) The total number of a pay grade on board exceeding the Navy's requirements;
- 3) The limitation of the total number of petty officers that may be on board.

The August examinations are scheduled as follows:

- Tuesday, 9 August: Pay Grade E-4 (Third Class Petty Officer).
- Tuesday, 16 August: Pay Grade E-5 (Second Class Petty Officer).
- Tuesday, 23 August: Pay Grade E-6 (First Class Petty Officer).

Examinations are not being given for the FC, PI and AL ratings since these ratings are being consolidated with other ratings. All men now holding FC ratings must take a special exam to change their rates to the same pay grade in FT. These qualifying examinations will be held on the same date as servicewide competitive exams for the same pay grade.

The August examinations will be used for the following purposes:

- Advancement of USN and USNR personnel on active duty.
- Advancement of Naval Reserve personnel in training and administra-

tive billets with the Naval Reserve (TAR).

- Change in rating from FC to FT (as mentioned above).

- Change in rating from AL to AT in accordance with the provisions of BuPers Inst. 1440.10.

- Change in rating from PI to LI in accordance with the provisions of BuPers Inst. 1440.15.

- Change in rating to GS, GF and AQ in accordance with the provisions of BuPers Inst. 1440.14.

- Combinations of advancement and change in rating as provided for in BuPers Inst. 1418.7A (for instance, a PI2 may take the LI2 examination for change in rating and may also take the LI1 examination for advancement and concurrent change in rating).

- SNs attached to a command having an allowance for PHs may participate in the examination for PH3 if they are fully qualified.

BuPers Notice 1418 of 25 Mar 1955, which gives details of the advancement program, also waives the stenographic performance tests required for personnel in the YN rating, although stenographic tests will be required for the YNS rating. In addition, the CAA certificate requirement for advancement to all pay grades in

the Air Controlman rating is waived for ACs who are not assigned to control tower duties. The notice also points out that electric typewriters may be used by candidates participating in typing performance tests.

The deadline for requesting exams and dates for computing eligibility for promotion are set forth in BuPers Inst. 1418.7A. It should be noted, however, that personnel cannot be recommended for participation in advancement exams until they have been assigned a Navy Enlisted Classification Code showing qualifications equal to or greater than those required for the pay grade level for which the candidate is being examined.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 11—Announced the convening of selection boards to consider staff corps officers of the Regular Navy, men in the Naval Reserve and Naval Reserve Nurse Corps on active duty for temporary promotion to lieutenant.

No. 12—Offered best wishes to SeaBees on their 13th birthday.



COM-8	COM-9	COM-11	COM-12	COM-13	PRNC	SRNC	CNATRA	CNATE	RATE
— — — —	— — — —	11-50/3-53	9-50/9-51	No allow.	9-51/— —	4-49/— —	3-51/10-52	No allow.	PR2
— — — —	— — — —	5-51/— —	1-52/— —	— — — —	5-52/— —	5-52/— —	1-52/— —	10-52/— —	PR3
— — — —	— — — —	1-53/— —	3-52/— —	3-51/— —	— — — —	— — — —	7-53/— —	— — — —	PRAN/AA
— — — —	— — — —	1-52/— —	1-52/— —	7-44/— —	— — — —	— — — —	7-44/2-53	— — — —	AKG
— — — —	1-52/— —	7-48/7-52	9-46/3-49	9-48/2-52	1-52/— —	8-52/— —	1-49/1-52	— — — —	AK1
— — — —	8-51/— —	2-52/— —	10-46/7-50	2-52/— —	— — — —	— — — —	6-48/4-52	2-53/— —	AK2
— — — —	3-53/— —	9-52/— —	3-46/11-52	9-52/— —	3-53/— —	7-53/— —	7-52/3-53	7-53/— —	AK3
— — — —	— — — —	9-52/— —	— — — —	10-51/— —	4-53/— —	— — — —	9-52/4-53	7-53/— —	AKAN/AA
— — — —	— — — —	10-47/8-50	10-47/12-51	No allow.	— — — —	— — — —	9-51/— —	— — — —	PHC
5-52/— —	— — — —	6-50/— —	2-49/— —	4-51/2-52	9-52/— —	— — — —	10-49/9-51	9-48/— —	PH1
— — — —	5-53/— —	— — — —	— — — —	— — — —	6-49/— —	1-51/— —	— — — —	— — — —	PH2
8-51/— —	10-52/— —	8-50/— —	2-53/— —	2-53/— —	2-53/— —	2-53/— —	9-49/5-52	— — — —	PH3
— — — —	1-53/— —	3-53/— —	7-52/— —	1-53/— —	— — — —	— — — —	7-52/— —	— — — —	PHAN/AA
3-49/10-52	3-49/9-52	11-48/1-52	11-48/2-52	3-49/10-51	9-51/12-52	— — — —	12-47/3-49	10-52/— —	AN/AA

No. 13—Announced approval by the President of the reports of line selection boards which recommended officers for promotion to the grade of lieutenant.

BuPers Instructions

No. 1530.23B — Constitutes authority for all commands to nominate enlisted men to participate in the Navy-wide preliminary examination for assignment to the U. S. Naval Preparatory School.

No. 1306.25A — Provides duty assignment options for reenlistees and promulgates instructions for the disposition and assignment to duty of enlisted personnel who reenlist with continuous service in the Regular Navy.

BuPers Notices

No. 1120 (23 Feb 1955)—Announced change to BuPers Inst. 1120.11A, which refers to selection of qualified naval personnel for officer candidate school indoctrination and appointment.

No. 1120 (24 Feb 1955)—Invited applications from permanently commissioned officers of the line (Regular Navy), not above the grade of lieutenant, for Engineering Duty, Aeronautical Engineering Duty and Special Duty.

No. 1418 (25 Mar 1955)—Invites attention to the August schedule of servicewide competitive examinations for enlisted personnel, provides current information on the forthcoming series of examinations, and stresses certain administrative procedures connected with the examination system.

No. 1421 (4 Mar 1955) — Announces the selection of outstanding warrant officers and enlisted men and women of the Regular Navy for training leading to a commission in the Regular Navy.

No. 1421 (16 Mar 1955) — An-

nounced the selection of enlisted personnel who were recommended for temporary appointment to Warrant Officer, W-1.

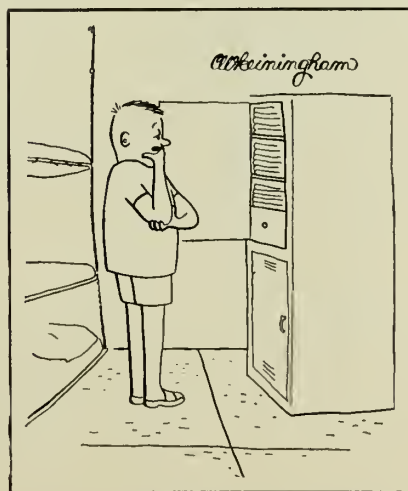
No. 1530 (3 Mar 1955)—Promulgated the list of active duty personnel who were provisionally selected for enrollment in the NROTC.

No. 1620 (25 Feb 1955) — Requests statistical data concerning the non-medical use of narcotics by naval personnel.

No. 1640 (21 Mar 1955) — Announced Change No. 2 to BuPers Inst. 1640.3, which concerns designation of places of confinement for courts-martial prisoners.

No. 1650 (21 Mar 1955) — Promulgates the names of ships and units awarded PUC for outstanding performance in support of military operations against enemy aggressor forces in Korea during periods designated.

No. 1710 (8 Mar 1955) — Announced Change No. 1 to BuPers Inst. 1710.1B, which is concerned with the Navy Sports Program.



"Hmmm, what shall I wear today?"

C. W. Keiningham, SK3, USN

Here Are More Candidates for Title of All-Navy Family

If an "All-Navy Family" were ever selected, you can bet that Michael Ullom, HM3, USN, of USS *Vulcan* (AR 5) would have his family name among the competitors. Michael shipped over last January for six more years to keep alive the USN-Ullom connection that began many years ago.

All this naval service began with Michael's grandfathers. His paternal grandfather, also named Michael, put in his "20" in the Marine Corps while his grandfather on his mother's side retired as a Navy Chief.

Besides his grandfathers, Michael's father, his two uncles, and his father-in-law are all retired Navy career men. In addition, his older brother is a veteran of eight years' Naval Service, his younger brother has completed eight months of a four-year cruise, his brother-in-law has three years of naval service and his sister used to work at the Portsmouth, Va., Naval Hospital.

Michael's father, Edward R., Sr., spent his Navy career as a water-tender. Ships he served in include *West Virginia*, *Dewey* and *Mississippi*. Now retired, the senior Ullom is still connected with the Navy—as an engineman working at the Portsmouth Naval Hospital.

Even in marriage, Michael Ullom furthered his connections with the Navy. His wife, the former Joann Lemoine, is the daughter of a retired Chief Boatswain. Michael's brothers on active duty are both stationed at the radar school in Portsmouth. The elder is an instructor while the other is a student.

In the Ullom family, the question regarding shipping over is not "if" but "when."

THE BULLETIN BOARD

Here Are the Changes in Pay and Allowances under New Law

EFFECTIVE 1 APRIL, pay checks for all hands from seaman recruits to admirals, as well as other military personnel, were substantially increased by provisions of Public Law 20, 84th Congress, Career Incentive Act of 1955. Details of the law as applicable to naval personnel, are being promulgated by official Navy Department directives.

As shown by the accompanying table, the pay raises range from 2.04 per cent to 25 per cent. The measure also:

- Increases submarine and flying pay rates for each grade and length of service. (See accompanying table.)

- Increases diving pay as follows: Master Diver—\$23; Diver 1st Class—\$18; Salvage Diver—\$15; Diver 2nd Class—\$13. This pay may not be paid concurrently with incentive pay for hazardous duty.

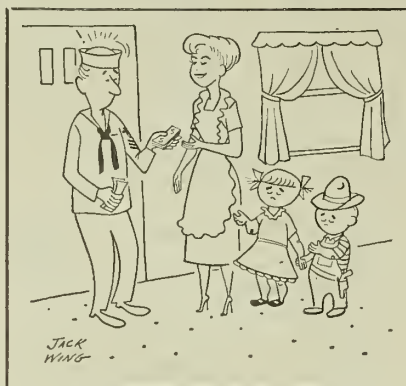
- Increases special diving pay from \$5 to \$5.50 per hour. The new \$5.50 hourly pay may be in addition to the hazardous duty pay mentioned below, provided the member qualifies for both.

- Increases hazardous duty pay, such as demolition, parachutist, submarine escape tank training and diving school, from \$100 for officers and \$50 for enlisted personnel, to \$110 and \$55, respectively.

- Qualifies three additional groups—low-pressure chamber inside observers, personnel who participate in tests of acceleration and deceleration, and divers who use helium-oxygen as a breathing mixture in deep-sea diving—for similar hazardous-duty pay.

- Provides a dislocation allowance equal to a month's quarters allowance for military personnel with dependents who move in connection with a permanent change of duty station. The dislocation allowance is not payable on orders from home to first duty station or from last duty station to home.

- Provides a mileage allowance in lieu of the transportation of baggage and household effects for members who transport a house trailer or mo-



bile dwelling within the continental United States for use as a residence. This allowance may not exceed \$.20 per mile. The member may elect to receive dislocation allowance in lieu of trailer allowance but will not be entitled to both.

- Increases maximum permissible per diem from \$9 to \$12 per day.

- Increases pay of students at Army, Navy, Coast Guard and Air Force academies from \$81.12 to \$111.15 per month.

- Increases pay for aviation cadets from \$109.20 per month to \$111.15, plus \$50 per month pay for those designated as crew members.

- Provides, for information purposes only, that any person now or hereafter entitled to retired pay, retirement pay, retainer pay, or equivalent pay (including persons entitled to temporary disability retirement pay) computed at the rates prescribed in the Career Compensation Act of 1949, shall have his pay computed at the rates prescribed by that Act as amended by the Career Incentive Act of 1955 except that an officer with less than three years' service for pay purposes, or a warrant officer or an enlisted member with less than two years' service for pay purposes, retired for physical disability or placed on the temporary disability retired list, shall have those rates increased by 6 per cent. Members and former members who are entitled to receive retired pay, retirement pay, retainer pay or equivalent pay under laws in effect

prior to 1 Oct 1949, shall be entitled to an increase of 6 per cent of such pay to which they are now entitled. The adjustment of retirement pay will be automatically performed by the Navy Finance Center and Headquarters Marine Corps. The law contains a "saved pay clause," which provides that no person, active or retired, will suffer by its enactment any reduction in basic or retired pay to which he was entitled upon the effective date of the Act.

- Provides an additional \$100 and \$200 monthly in basic pay for three- and four-star officers, respectively, over and above the sums for O-8s. However, this amount is not to be used in computing retired pay.

- The pay raises also increase Naval Reserve drill pay.

Officer Candidate School at Newport Graduates 19th Class

There are 373 brand new ensigns scattered throughout the Navy as a result of the recent graduation of the 19th class of Reserve ensigns from the U. S. Naval Officer Candidate School, at Newport, R. I.

These new ensigns completed a four-month indoctrination course in seamanship, operations and tactics, naval weapons, navigation and various other courses of study in their quest for a commission in the Navy.

Many of the graduates will receive further training before reporting aboard their new duty stations. Nearly half have been ordered to one of the following schools: Navy Flight, Salvage, Submarine, Underwater Demolition and Explosive Ordnance Disposal Training. The remainder of the new ensigns reported directly to ships and stations.

The Honorable Albert Pratt, Assistant Secretary of the Navy for Personnel and Reserve Forces, was the principal speaker at the graduation ceremonies.

In his speech to the new officers, Secretary Pratt called upon his own shipboard experiences to point up career aspects.

New Table of Active Duty Service Pay and Allowances

RANK OR PAY GRADE	MONTHLY BASIC PAY (BASED ON CUMULATIVE YEARS OF SERVICE, ACTIVE AND INACTIVE)													
	Under 2 Yrs.	Over 2 Yrs.	Over 3 Yrs.	Over 4 Yrs.	Over 5 Yrs.	Over 6 Yrs.	Over 7 Yrs.	Over 8 Yrs.	Over 9 Yrs.	Over 10 Yrs.	Over 11 Yrs.	Over 12 Yrs.	Over 13 Yrs.	Over 14 Yrs.
O-8 Admiral	\$1163.30	\$1163.30	\$1221.80	\$1221.80	\$1221.80	\$1221.80	\$1221.80	\$1221.80	\$1221.80	\$1221.80	\$1221.80	\$1221.80	\$1221.80	\$1221.80
O-8 Vice Admiral	1063.30	1063.30	1121.80	1121.80	1121.80	1121.80	1121.80	1121.80	1121.80	1121.80	1121.80	1121.80	1121.80	1121.80
O-8 (Rear Adm. (Up. Hlf.))	963.30	963.30	1021.80	1021.80	1021.80	1021.80	1021.80	1021.80	1021.80	1021.80	1021.80	1021.80	1021.80	1021.80
O-7 Rear Adm. (Law. Hlf.)	800.28	800.28	850.20	850.20	850.20	850.20	850.20	850.20	850.20	850.20	850.20	850.20	850.20	850.20
O-6 Captain	592.80	592.80	631.80	631.80	631.80	631.80	631.80	631.80	631.80	631.80	631.80	631.80	631.80	631.80
O-5 Commander	474.24	474.24	507.00	507.00	507.00	507.00	507.00	507.00	507.00	507.00	507.00	507.00	507.00	507.00
O-4 Lieutenant Commander	400.14	400.14	429.00	429.00	429.00	429.00	429.00	429.00	429.00	429.00	429.00	429.00	429.00	429.00
O-3 Lieutenant	326.04	326.04	351.00	351.00	351.00	351.00	351.00	351.00	351.00	351.00	351.00	351.00	351.00	351.00
O-2 Lieut. (jr. gr.)	259.36	259.36	274.18	274.18	274.18	274.18	274.18	274.18	274.18	274.18	274.18	274.18	274.18	274.18
O-1 Ensign	222.30	222.30	237.12	237.12	237.12	237.12	237.12	237.12	237.12	237.12	237.12	237.12	237.12	237.12
W-4 (Chief W. Off.)	\$ 332.90	\$ 354.90	\$ 354.90	\$ 354.90	\$ 370.50	\$ 386.10	\$ 401.70	\$ 417.30	\$ 432.90	\$ 448.50	\$ 464.10	\$ 479.70	\$ 495.30	\$ 510.90
W-3 (Chief W. Off.)	302.64	323.70	323.70	323.70	331.50	339.30	347.10	354.90	362.70	370.50	378.30	386.10	393.90	401.70
W-2 (Chief W. Off.)	264.82	280.80	280.80	280.80	288.60	296.40	304.20	312.00	319.80	327.60	335.40	343.20	351.00	358.80
W-1 (Warrant Officer)	219.42	251.20	251.20	251.20	266.80	286.30	294.10	301.90	309.70	317.50	325.30	333.10	340.90	348.70
E-7 (Chief Petty Officer)	\$ 206.39	\$ 222.30	\$ 222.30	\$ 230.10	\$ 237.90	\$ 253.50	\$ 261.30	\$ 273.00	\$ 280.80	\$ 288.60	\$ 296.40	\$ 304.20	\$ 311.90	\$ 319.70
E-6 (Petty Off. 1st Cl.)	175.81	187.20	187.20	195.00	214.50	222.30	234.00	241.80	249.60	257.40	265.20	273.00	280.80	288.60
E-5 (Petty Off. 2nd Cl.)	145.24	163.80	163.80	183.30	191.10	202.80	210.60	218.40	226.20	234.00	241.80	249.60	257.40	265.20
E-4 (Petty Off. 3rd Cl.)	122.30	140.40	140.40	159.90	167.70	179.40	187.20	195.00	202.80	210.60	218.40	226.20	234.00	241.80
E-3 (SN, FN, AN, CN, TN, HN, DN)	99.37	117.00	117.00	132.60	140.40	148.20	156.00	159.90	163.80	163.80	163.80	163.80	163.80	163.80
E-2 (SA, FA, AA, CP, TA, HA, DA)	85.80	101.40	101.40	109.20	117.00	124.80	132.60	132.60	132.60	132.60	132.60	132.60	132.60	132.60
E-1 (Over 4 months) (SR) (Etc.)	83.20	98.80	98.80	106.60	106.60	106.60	106.60	106.60	106.60	106.60	106.60	106.60	106.60	106.60
E-1 (Under 4 months) (SR) (Etc.)	78.00													

RANK OR PAY GRADE	HAZARDOUS DUTY PAY (AVIATION PAY FOR CREW MEMBERS AND SUBMARINE DUTY PAY)													
	Under 2 Yrs.	Over 2 Yrs.	Over 3 Yrs.	Over 4 Yrs.	Over 5 Yrs.	Over 6 Yrs.	Over 7 Yrs.	Over 8 Yrs.	Over 9 Yrs.	Over 10 Yrs.	Over 11 Yrs.	Over 12 Yrs.	Over 13 Yrs.	Over 14 Yrs.
O-8 RADM (Upper Half) & above	\$ 155.00	\$ 155.00	\$ 165.00	\$ 165.00	\$ 165.00	\$ 165.00	\$ 165.00	\$ 165.00	\$ 165.00	\$ 165.00	\$ 165.00	\$ 165.00	\$ 165.00	\$ 165.00
O-7 Rear Adm. (Law. Hlf.)	150.00	150.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00
O-6 Captain	200.00	200.00	215.00	215.00	215.00	215.00	215.00	215.00	215.00	215.00	215.00	215.00	215.00	215.00
O-5 Commander	190.00	190.00	205.00	205.00	205.00	205.00	205.00	205.00	205.00	205.00	205.00	205.00	205.00	205.00
O-4 (Lieut. Commander)	170.00	170.00	185.00	185.00	185.00	185.00	185.00	185.00	185.00	185.00	185.00	185.00	185.00	185.00
O-3 Lieutenant	145.00	145.00	155.00	155.00	155.00	155.00	155.00	155.00	155.00	155.00	155.00	155.00	155.00	155.00
O-2 Lieutenant (jr. gr.)	115.00	125.00	130.00	130.00	130.00	130.00	130.00	130.00	130.00	130.00	130.00	130.00	130.00	130.00
O-1 Ensign	100.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00
W-4 (Chief W. Off.)	\$ 115.00	\$ 115.00	\$ 115.00	\$ 115.00	\$ 120.00	\$ 125.00	\$ 130.00	\$ 135.00	\$ 140.00	\$ 145.00	\$ 150.00	\$ 155.00	\$ 160.00	\$ 165.00
W-3 (Chief W. Off.)	110.00	115.00	115.00	115.00	120.00	125.00	130.00	135.00	140.00	145.00	150.00	155.00	160.00	165.00
W-2 (Chief W. Off.)	105.00	110.00	110.00	110.00	115.00	120.00	125.00	130.00	135.00	140.00	145.00	150.00	155.00	160.00
W-1 (Warrant Officer)	100.00	105.00	105.00	105.00	110.00	115.00	120.00	125.00	130.00	135.00	140.00	145.00	150.00	155.00
E-7 (Chief Petty Officer)	\$ 80.00	\$ 85.00	\$ 85.00	\$ 85.00	\$ 90.00	\$ 95.00	\$ 100.00	\$ 105.00	\$ 105.00	\$ 105.00	\$ 105.00	\$ 105.00	\$ 105.00	\$ 105.00
E-6 (Petty Off. 1st Cl.)	70.00	75.00	75.00	80.00	85.00	90.00	95.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
E-5 (Petty Off. 2nd Cl.)	60.00	70.00	70.00	80.00	80.00	85.00	90.00	95.00	95.00	95.00	95.00	95.00	95.00	95.00
E-4 (Petty Off. 3rd Cl.)	55.00	65.00	65.00	70.00	75.00	80.00	80.00	80.00	80.00	80.00	80.00	80.00	80.00	80.00
E-3 (SN, FN, AN, CN, TN, HN, DN)	55.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00
E-2 (SA, FA, AA, CP, TA, HA, DA)	50.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00
E-1 (Over 4 months) (SR) (Etc.)	50.00	55.00	55.00	55.00	55.00	55.00	55.00	55.00	55.00	55.00	55.00	55.00	55.00	55.00
E-1 (Under 4 months) (SR) (Etc.)	50.00													
Aviation Cadets	50.00													

RANK OR PAY GRADE	OTHER SPECIAL DUTY PAY (PER MONTH)		SUBSISTENCE ALLOWANCE (with or without dependents)	QUARTERS ALLOWANCES (PER MONTH)		QUARTERS ALLOWANCES AND MONTHLY ALLOTMENTS FOR ENLISTED PERSONNEL WITH DEPENDENTS														
	Sea Pay or Foreign Duty	Other Hazard- ous Duty Pay		No De- pendents	With De- pendents	The columns listed below apply only to enlisted personnel with dependents. The enlisted person's quarters allowance is determined by his pay grade and by the number of persons who are legally dependent upon him, up to a maximum of three dependents. A sum equal to this quarter's allowance (column A), as authorized by the Armed Forces Pay Raise Act (Public Law 346), is combined with a certain minimum portion of the enlisted man's basic pay (column B), and together with A, plus B, are equivalent to the minimum amount of the allotment check which the Government sends to the enlisted man's dependent. REMEMBER, in figuring out the actual amount of your service pay and allowances which you will receive in your personal check (or in cash), SUBTRACT the amount in column B (plus any additional contribution by allotment to your dependents) from the amount listed in your pay grade under "Monthly Basic Pay." The sum in column B represents the required minimum amount from your basic pay which you must contribute to your dependent's allotment. This sum in column B is included with the Government's contribution in column A to equal the amount mailed by the Allotment Division, Field Branch, BuSanda, Cleveland, Ohio, direct to your dependent. Payments of your pay will continue in even dollars. Balances of cents, as before, will be carried over and credited to your pay account. YOUR EXACT PAY can be figured if you ADD your clothing allowance, any special pay duty (sea pay, flight pay, etc.) or commuted rations. Then SUBTRACT any allotments such as your own contribution to BAQ, withholding tax, Defense Bonds, insurance, savings bank accounts, access leave checkage, etc.														
O-8 O-7 O-6 O-5 O-4 O-3 O-2 O-1	Not eli- gible	\$110.00	\$47.88	\$136.80 136.80 119.70 102.60 94.20 85.50 77.10 68.40	\$171.00 171.00 136.80 136.80 119.70 102.60 94.20 85.50	PAY GRADE	A			B		A+B=▼								
W-4 W-3 W-2 W-1				Not eli- gible	\$110.00		\$47.88	94.20 85.50 77.10 68.40	119.70 102.60 94.20 85.50	BASIC QUARTERS ALLOW- ANCE FOR DEPENDENT(S)			ENLISTED MEMBER'S CONTRIBU- TION FROM BASIC PAY		MINIMUM AMOUNT OF MONTHLY ALLOTMENT TO DEPENDENT(S)					
E-7 E-6 E-5 E-4								\$55.00	A daily rate of \$2.57 when rations in kind are net available. When permission is granted to mess off the base commuted rations at \$1.10 per day. Leave rations \$1.10 per day are figured for each day of leave	\$51.30 (author- ized only when govt. quarters are not available)	See Explan- ation in columns at right	E-7(CPO) E-6(PO1) E-5(PO2) E-4(PO3)	\$77.10 77.10 77.10 77.10	\$77.10 77.10 77.10 77.10	\$96.90 96.90 96.90 96.90	\$80.00 80.00 60.00 60.00	\$157.10 157.10 137.10 137.10	\$157.10 157.10 137.10 137.10	\$176.90 176.90 156.90 156.90	
E-3 E-2 E-1												E-3(SN) E-2(SA) E-1(SR)	51.30 51.30 51.30	77.10 77.10 77.10	96.90 96.90 96.90	40.00 40.00 40.00	91.30 91.30 91.30	117.10 117.10 117.10	136.90 136.90 136.90	

(This supersedes Pay table printed on page 72, March 1955 issue)

If Bermuda Is Your Next Navy Destination, Take These Tips

Let's take a trip to Bermuda, as the song says, and take a check on the living conditions there for Navy-men and their dependents who may be heading that way in the near future.

The climate is generally mild but rather damp with the temperature seldom dropping below 50 degrees in the winter. Rain is frequent and considerable wind is present during the winter months.

Dependents Transportation—Before requesting permission to bring your dependents to Bermuda, you must assure the commanding officer that adequate housing will be available when they arrive.

Once housing has been arranged, a request is submitted to the commanding officer. Then you submit a request for transportation to BuPers. It usually takes about a month to complete these arrangements.

Before your dependents can join you they must show that they have had typhoid, tetanus and cowpox immunization shots.

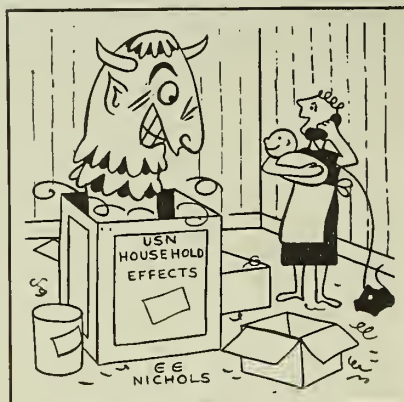
Housing—Government housing on the base is limited. However, there are plenty of civilian houses which may be obtained ashore with little difficulty. Rents vary, but usually run about \$75 per month for a furnished two-bedroom home.

Unfurnished homes can be obtained for slightly less rental but they are completely unfurnished. It is advised that, in most cases, personnel slated for Bermuda duty plan on renting a furnished place.

Before being rented, all civilian housing must be inspected by the Housing Officer for adequacy, condition and rental. A list of available housing is maintained by the Housing Officer who will aid everyone upon their arrival.

A cost of living allowance is paid to married personnel with dependents. You will receive an additional allowance of \$30 per month for food and if not occupying government quarters, an additional \$15 per month for rent. This is in addition to the commuted rations drawn by enlisted personnel.

Household Effects—Upon receipt of orders directing your transfer to Bermuda, you may elect to store your household effects in permanent stor-



"Well, I don't remember it either!"

age at a government storage depot at no expense to you. However, if this election is made, you are not permitted to withdraw them during your entire tour of duty in Bermuda unless you pay the shipping costs involved.

It usually takes about six weeks for household effects to arrive in Bermuda from the U. S. During this period, the local supply department has odds and ends of home furnishing that you may borrow until your effects arrive. It is suggested that you ship your necessary small items via express.

Clothing Needed—Military personnel should bring a full bag of uniforms plus civilian sports clothes for wear on off-duty hours. Members of your family should bring a good supply of cool washable clothing and raincoats, plus suits or dresses for women during the cooler months. No extremely heavy clothes are needed. It is suggested that your family bring sufficient clothing with them as local products are at times more expensive than Stateside.

Many of the parties given in Bermuda are formal, which means that your wife will want long dinner or evening dresses with short evening or summer coats or wraps for winter. Items which are very practicable are bathing suits, good play clothes and play shoes. A light-weight raincoat is needed for the sudden short showers during the summer months.

Automobiles—There's only one U. S. automobile (the smallest made) that meets the strict requirements imposed by the Bermuda government, which limits size. The car

must be new, with less than 20 miles registered when it is entered. Second-hand cars may not be imported; however you can purchase a second-hand car from someone on the island. Many cars can be purchased in Bermuda for about \$1500.

Many people ride small motorcycles or bicycles and, in addition, there is a bus system with scheduled runs to all parts of the island. The Navy also operates boats, weather permitting, between the naval station and the city of Hamilton.

Medical Facilities—A complete up-to-date dispensary located at the station is available to naval personnel. Dependents are entitled to routine care, on an appointment-only system. Deliveries of babies are made at the AFB Hospital at Kindley Field.

Education—There are no public schools in Bermuda suitable for American children. Private school fees range from \$50 to \$150 per year, depending on the age and grade of the child and the school attended. The Navy pays the fees for tuition, textbooks and special necessary school supplies, registration, laboratory and library for certain authorized schools. In addition, the Navy furnishes transportation from the station to the schools.

There is also a station nursery school for children under school age, maintained on the base, which charges approximately \$10 per month per child.

Recreation—Recreation facilities are more than ample for personnel stationed in Bermuda. There are complete and well equipped officers', CPOs', and enlisted men's clubs as well as all types of athletic activity. Year-round sports include fishing, bowling, golf, tennis, badminton, hiking and bicycling. The station has a movie, outdoor in the summer and indoor in the winter.

Religious Facilities—There is a small chapel on the base which holds both Catholic and Protestant services each Sunday. There is a Sunday School for children up to 12 years of age and there are many churches located throughout the island.

Commissary—The commissary store has a complete line of food supplies and sundry items.

The ship's store stocks necessary

toilet articles, cameras and camera equipment and accessories, moderately priced costume jewelry, a small collection of ladies' and children's clothing and sundry items.

Suggestions—It is considered desirable that each family arrange to have at least a small deep freeze unit so that an adequate supply of perishable food items may be purchased in advance and stored. The furnished houses in Bermuda do not have these.

If at all possible the Navyman heading for duty in Bermuda should make a short visit there before reporting to duty. FASRon 111, which makes weekly flights to Norfolk, Va., will take such visitors whenever possible, provided they expect to be transferred there in the near future.

Correspondence Courses On International Law, Electronics

Two new Officer Correspondence Courses, *International Law* (NavPers 10717-A), and *Electronics, Administration and Supply* (NavPers 10926), are now available at the Naval Correspondence Course Center.

International Law, based on a text of the same name by Charles G. Fenwick, covers the nature of international law, the organization of the community of nations, the substantive rules of international law, and international procedure for the settlement of conflicts of claims. The course consists of 12 assignments and is evaluated at 24 Naval Reserve promotion and retirement points.

Reserve officers who completed the earlier course in this subject based on the Wilson and Tucker text will receive additional credit for this course.

Electronics, Administration and Supply, covers the administrative responsibilities of electronics material officers and the organizations, procedures, and facilities developed by the Navy for supplying electronic material. The course consists of 4 assignments and is evaluated at 8 Naval Reserve promotion and retirement points.

Application for enrollment should be made on form NavPers 992 forwarded via official channels to the Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, N. Y.

Navy Recruiter's School Passes 1000 Mark in 3-Year Period

In less than three years, more than 1000 students have completed the tough six-week course of instruction at the U. S. Navy Recruiters' School at Bainbridge, Md. The course includes more than a dozen different subjects required to make a good recruiter.

The school was first established in July 1952 at Norfolk, Va., but was then shifted to its Bainbridge location early in 1953. Since 1952, a total of 1034 recruiters have graduated, with James E. Wimmermark, GMC, usn, receiving the distinction of being the 1000th student.

Students at the school are either first class or chief petty officers. During the six weeks they must learn a variety of skills, including typing, the many regulations concerning enlistment and how to fill out forms.

In addition, the recruiters must also have a working knowledge of publicity techniques involving public speaking, radio and television procedures and newspaper writing.

Eligibility Requirements for Three Types of Scholarships Listed for Navy Children

Each year certain foundations award scholarship assistance to the children of naval personnel. Following are three types of these scholarships:

- *The Clausey Medal of Honor Scholarship Foundation*—This foundation provides a scholarship award to be used at or beyond the college level, for a child of an officer or enlisted man of the Navy or Marine Corps killed in action or who died as a result of wounds received in actual combat during World War II or the Korean conflict. The award is in the form of an outright grant made each year in an amount not to exceed \$500. This award may be given to one individual or divided between two or more at the discretion of the Selection Committee.

- *Navy Wives Clubs of America Scholarship Foundation*—This foundation makes scholarship awards to sons and daughters of enlisted men, to be used in obtaining college edu-

WAY BACK WHEN

Early Flame Throwers

Not only today, but in ancient times too, the possession of a secret weapon was important to victory or defeat.

In the years 671 to 677, 717, and 941, Constantinople was attacked by enemy fleets. The Navy of the Eastern Roman Empire destroyed these invaders by a substance called "Greek Fire."

The Roman ships were equipped with siphons or wooden tubes lined with metal from which the Greek Fire was produced. The ships hid on their bows the heads of lions or other land animals made of brass or iron with the mouths opened and gilded over. The fire which was directed against the enemy came from their mouths.

The formula for the Greek Fire was so closely guarded as a state secret that it is unknown even today. Since it was also known as "sea fire," "wild fire," or "wet fire," which burst into flames upon contact with water, it may have been a mixture of sulphur, naphtha and quicklime.

The siphons, however, are less of a mystery. Probably a great quantity of the Greek Fire was placed in the tubes, ignited, and then ejected by means of a pump. The water could have been pumped

through a leather hose into the siphon and the pellets ejected and ignited.

Later, as explosives developed and saltpeter became more common, the use of the Greek Fire diminished, especially when it was determined that the mechanical impact of heavy shot was more effective than a light combustible projectile.

It is not improbable that from these fire-projecting siphons of the Eastern Roman Empire developed modern flame throwers.



cations, vocational, business or other training.

The applicant for this award must be the child, legally adopted child, or stepchild of an enlisted member of the Navy, Marine Corps or Coast Guard on active duty, retired with pay or deceased. Awards are outright grants of at least \$250 per academic year. The number and value of the awards to be offered each year are determined by members of the foundation.

Choices are made, in each instance, by scholarship selection committees on the basis of need, scholastic achievement, leadership and character. An applicant must be a graduate of an accredited high school or its equivalent, or one who will qualify for graduation before the beginning of the next college year. Applicants already working at the college level automatically fulfill this requirement.

The application forms necessary for the above awards may be obtained from the Chief of Naval Personnel (Att: Pers G212). When submitting a request, the applicant should specify the scholarship for which he wishes to compete. Applicants for the Navy Wives Clubs of America Scholarship may also obtain application forms from the secretary of any Navy Wives Club or from Mrs. Genevieve

Harris, Secretary of the Scholarship Foundation at 3407 Meadowbridge Road, Richmond, Va.

All applications must be returned to the Bureau of Naval Personnel by 15 May at the latest.

Application for either of these two awards should not be considered as an application for admission to any school or college. Applicants should be approved for admission or be relatively sure that they will be able to gain admission to the school of their choice before making application for consideration for these scholarships.

- Scholarships of a different type are offered by the Valley Forge Military Academy at Wayne, Pa. Eight scholarships are made available each year to the sons of Regular officers of the armed forces. These boys must possess high academic standing and be interested in military life.

These scholarships are awarded for a three-year period in the amount of \$1015 per year—approximately half of the all-inclusive tuition rate.

Boys between the ages of 14 and 16 who are preparing to enter the 10th grade may apply to continue their education at Valley Forge and receive a secondary school diploma. Also, young men preparing to enter

the 12th grade may finish their education at the military academy and receive a secondary school diploma, and then continue on for two more years of junior college to receive a Junior College Associate in Arts diploma from the Academy.

Admission to the Academy is by written examination, preferably given at the Academy, but when that is impossible, may be given at a location more convenient to the candidate.

Applications should be directed to the Registrar, Valley Forge Military Academy, Wayne, Pa., by 15 June of the year in which the candidate plans to enter school. An official application form will then be forwarded to the candidate along with literature about the school.

Other scholarships bequeathed in the will of Admiral Nicoll Ludlow enable Navy children to attend St. Paul's School, Concord, N. H., and Emma Willard School at Troy, N. Y.

Further information concerning this and other scholarships may be obtained from the Chief of Naval Personnel (Attn: Pers G212), Washington 25, D. C.

Ports of Call Listed for Summer Midshipmen Cruises

Advance information on the upcoming summer midshipmen cruises has been released with the announcement that this year's cruise will visit ports in Spain and England.

On the first cruise approximately 1740 Naval Academy midshipmen will cruise with 1375 NROTC midshipmen in some 21 ships of the Atlantic Fleet for their annual training cruise.

The midshipmen will join the ships participating in the cruise on 4 and 5 June and then head for the open sea.

During the period 20-27 June, ships of the squadron will be in their first ports of call. *uss Iowa* (BB 61), *uss Northampton* (CLC 1), *uss Siboney* (CVE 112), *uss W. C. Lawe* (DD 763), *uss Power* (DD 839), *uss Glennon* (DD 840), and *uss Warrington* (DD 743) will be at Barcelona, Spain.

uss New Jersey (BB 62), *uss Columbus* (CA 74), *uss R. L. Wilson* (DDE 874), *uss Basilone* (DDE 824), *uss Gwin* (DM 33), *uss H.*

HOW DID IT START

Neckerchiefs

Although tradition has it that sailors' black neckerchiefs were worn in mourning for British Admiral Lord Nelson, the neckerchief actually dates back to earlier times.

It seems that sailors had for many years adopted the custom of wearing their hair long, braided in pigtail fashion down the back of their necks. The pigtail was made stiff and held in position with grease or tar.

To protect their uniforms, the men first wore a piece of cloth around the neck which was eventually sewn to the uniform and became part of it. Then they used bandanas or large handkerchiefs to keep their clothing free from the grease.

During the early days of the U. S. Navy, black handkerchiefs, or neckerchiefs, were apparently prescribed. As the Navy developed, and rules of smartness and appearance were introduced, the seamen's hair was cut and the style of wearing pigtails eliminated.



The neckerchief then became a decorative item worn under the collar and secured with a square knot in front.

F. Bauer (DM 26) will spend the first liberty period in Valencia, Spain. *uss Des Moines* (CA 134), *uss Severn* (AO 61), *uss Fechteler* (DDR 870), *uss Benner* (DDR 807), *uss D. J. Buckley* (DDR 830) will *uss E. F. Larson* (DDR830) will stop in Malaga, Spain. At the same time one other ship, *uss Salamonie* (AO 26) will be visiting Sheerness, England.

The second port of call for the Iowa group will be Portsmouth, England, while *New Jersey*, *Salamonie*, *Wilson* and *Basilone* will be in Weymouth, England. The *Des Moines*, *Fechteler*, *Benner*, *D. J. Buckley* and *E. F. Larson* will be at Plymouth, England; and *Columbus*, *Gwin* and *H. F. Bauer* will be in Torquay, England. *Severn* will be at Sheerness, England.

Final stop for all the ships of Cruise Able will be Guantanamo Bay, Cuba, where the midshipmen will get their final gunnery exercise before returning to Norfolk.

Plans for other midshipmen training this coming summer, including two more cruises and aviation and amphibious training, have not been released.

List of New Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in January and February.

Films distributed under the Fleet Motion Picture Plan are leased from the motion pictured industry and are distributed free to ships and most overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

The Black Dakotas (206) (T): Western; Gary Merrill, Wanda Hendrix.

The Atomic Kid (207): Comedy Drama; Mickey Rooney, Elaine Davis, Robert Strauss.

Shield for Murder (208): Melodrama; Edmond O'Brien, Marla English.

So This Is Paris (209) (2): Musical Comedy; Tony Curtis, Gloria De Haven, Gene Nelson, Corinne Calvet.

Apache (210) (T): Western; Burt Lancaster, Jean Peters.

Three Hours to Kill (211) (T): Drama; Dana Andrews, Donna Reed.

Trouble in the Glen (212) (T): Adventure Romance in Scottish Highlands; Victor McLaglen, Margaret Lockwood, Orson Welles, Forrest Tucker.

Hell's Outcast (213): Melodrama; Rod Cameron, Joan Leslie, John Russell.

Betrayed (214) (T): Melodrama; Clark Gable, Lana Turner, Victor Mature.

They Rode West (215) (T): Philip Carey, Donna Reed, May Wynn, Robert Francis.

Masterson of Kansas (216) (T): Western; George Montgomery, Nancy Gates.

Sign of the Pagan (217) (T): Historical Adventure; Rita Gam, Jeff Chandler, Jack Palance.

The Detective (218): Comedy Drama; Alec Guinness, Joan Greenwood, Peter Finch.

Silent Raiders (219) (T): Action Drama; Richard Bartlett, Earle Lyon.

Private Hell 36 (220): Murder Drama; Ida Lupino, Howard Duff, Steve Cochran.

The Bigamist (221) (Re-issue): Drama; Joan Fontaine, Ida Lupino, Edmond O'Brien.

Twist of Fate (222): Melodrama;

Pearl Harbar was ance held sacred by the native population and believed to be in the special favor of the gods. Today, it is very much in the favor of the United States Navy. Here is the hub af our Pacific aperations and, surrounding the natural harbor, one of the most comprehensive shore establishments of the Naval service.

It was nearly 70 years ago and



before the annexation af Hawaii that the Navy was granted the right by King Kalakaua ta establish a coaling and repair station in the "Pearl River." In a strategic location on the route to the East, over the years, Pearl became a gathering point for the various Pacific commands. Supporting installations of every kind gradually made their appearance.

Among the early establishments was a submarine base among whose



commanding officers were present Fleet Admiral Chester W. Nimitz, USN. Currently, ComServPac, CinCPac, and Headquarters for the Fourteenth Naval District and the Hawaiian Sea Frontier head the list of activities.

The volume of naval activity here is considerably greater than that af



the other armed farces and cantributes substantially to the prosperity af the Islands, in particular, Oahu where most are situated. Through the Receiving Station at the Naval Base pass all officers and men on their way to and from duties in the Pacific.

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 7

1. (c) Pelorus.
2. (a) Taking bearings.
3. (a) Binnacle.
4. (b) Housing compass and compass corrector equipment.
5. (c) Stadimeter.
6. (c) Measure the distance of objects of known height or length.

Ginger Rogers, Jacques Bergerac.

Seven Brides for Seven Brothers (223) (T): Musical; Jane Powell, Howard Keel.

The Black Knight (224) (T): Adventure; Alan Ladd, Patricia Medina.

Destry (225) (T): Audie Murphy, Mari Blanchard, Lori Nelson, Thomas Mitchell.

The High and the Mighty (226) (T): Drama; John Wayne, Claire Trevor, Jan Sterling, Phil Harris, Robert Stack.

Passion (227) (T): Melodrama; Cornel Wilde, Yvonne DeCarlo.

The Cowboy (228): Western; Tex Ritter, Bill Conrad.

Phfft (229): Comedy; Judy Holliday, Jack Lemmon, Jack Carson, Kim Novak.

King Richard and the Crusaders (230) (T): Rex Harrison, Virginia Mayo, George Sanders.

Operation Manhunt (231): Melodrama; Harry Townes, Irja Jensen.

Beau Brummell (232) (T): Romantic Drama; Stewart Granger, Elizabeth Taylor.

Early Discharge Program for Purpose of Four or Six Year Reenlistment Is Explained

If you are Regular Navy and have less than a year to serve on your present enlistment, and are planning to ship over for four or six years, you can do so immediately. Here are some explanatory details about the program as announced in BuPers Notice 1133 and published in Alnav 2 on 12 Jan 1955.

Under this program, discharges effected three months or less prior to normal expiration of enlistment will be for "expiration of enlistment." Discharges more than three months early will be for "the convenience of the government."

Also, if you've signed an agreement to extend your enlistment, you can reenlist up to one year before the date your extension would become effective.

An important item that you should check carefully is the matter of the amount of money to which you'll be entitled. If you are discharged *within*

three months of the normal expiration of your enlistment, you'll be entitled to receive payment for mileage and lump-sum payment for unused leave, plus reenlistment bonus or allowance.

If, however, you're to be discharged *more than* three months before the date of normal expiration of your enlistment, the only money you'll be entitled to will be reenlistment bonus or allowance. You will NOT be entitled to receive pay for unused leave or payment for mileage. You will not lose any leave credits, however, since all accrued leave will be credited to your new record, up to a maximum of 60 days.

Also, if you reenlisted or extended an enlistment on or after 26 Oct 1951 and received a reenlistment bonus, you'll have to pay back that portion of the bonus for the unexpired portion of the enlistment.

If you want this early discharge—which you can get only for purposes of reenlistment—you'll have to make a written request on page 13 of your service record. Also, if the date of your discharge will be more than three months before the normal expiration of your enlistment, you'll have to sign a statement to the effect that you understand that you will not be entitled to receive pay for unused leave or payment for mileage.

You will not be eligible for early discharge under this program if you do not want to ship over on your present duty station. In this case, you'll have to wait until the normal expiration of your enlistment.

New Model in Marine Caps Is Undergoing Wear Test

The Marine Corps' present garrison cap may soon join leggings and the Sam Browne belt as relics of the "Old Corps."

A new model, curved to fit the head and designed to eliminate present fore and aft peaks, is now being tested at Camp Lejeune, N. C.

If results are favorable, they will probably be adopted this year.

The Marine Uniform Board suggested the new model after a study in which it examined several foreign garrison caps. It found that most of the foreign models were cut on a curve, rather than the straight lines of the present MC headgear.

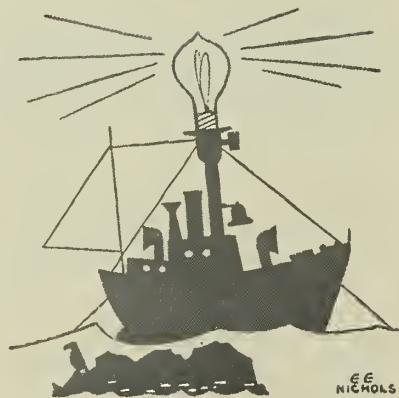
WHAT'S IN A NAME

Lightship

Since the earliest times of transoceanic travel mariners have felt the need for an aid to navigation which could be passed close aboard and would place the vessel in the channel to busy ports. The earliest forms of these aids were called light boats, which burned oil-soaked wicks lying in a bath of oil aboard over-sized row boats.

From this rudimentary beginning progress has been made in the methods of providing illumination for the lanterns or lights in what are now known as lightships.

Fish oil was used in 1820 and this was followed by sperm oil, colza oil, lard oil and kerosene. Then in 1892 the first U. S. lightship with electric lights appeared—the Cornfield Point Lightship No. 51. It was an 118-foot iron hull, sail-rigged and steam-propelled vessel with two 67-foot high light masts. Each mast was provided with four 100-candlepower electric lamps. In addition, for lighting the interior of the lightship, she was equipped with 20 16-candlepower electric lights. As a further aid to navigation, "No. 51" was equipped with a 12-inch steam fog whistle for "blasting a warning" in foul weather. Later in her career she was provided with submarine bells for warn-



ing those vessels equipped for that type of signal.

Progress in the development of lightships today is undiminished; some lightships have been replaced by large buoys which perform all the functions of their predecessors automatically through controls ashore. Other developments underway may allow lightships to become fully automatic in the future—providing full safety for less manpower.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

New 'Chute Has Rotor Blades

The rotochute, a device for supplying beachheads and other small combat areas from the air, is being developed by the Marine Corps. The rotochute consists of two rotor blades attached to a hub which, in turn, is attached to one end of a standard Military M2 supply container. It is released from the aircraft in the same manner as a bomb.

As soon as the rotochute is free of the aircraft, the rotor blades begin spinning automatically. The rate of descent is very slow.

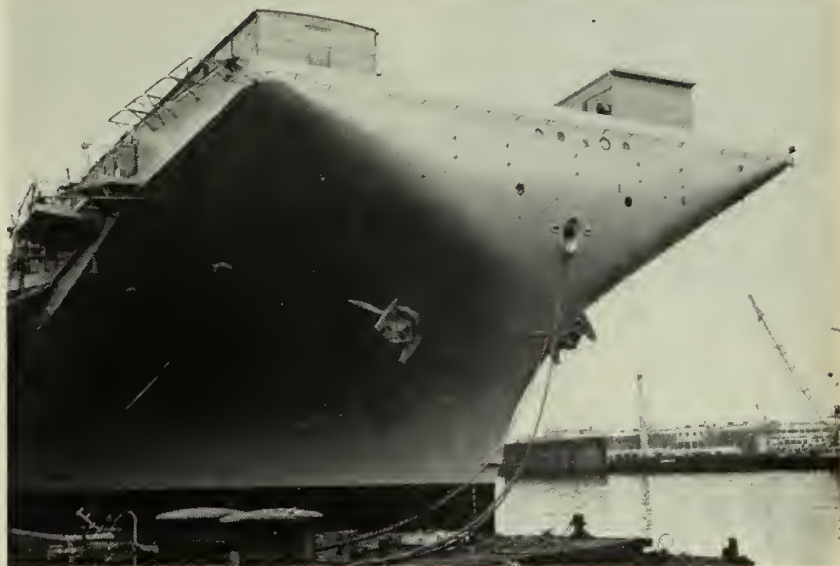
The device will permit supply aircraft to drop equipment and supplies from lower altitudes at higher speeds and with greater accuracy than is possible with a parachute. The present parachute must be dropped from relatively high altitudes and is subject to wind drift, making pinpoint landings difficult.

The high-speed, low-altitude drops by rotochute will keep the supply aircraft below the effective range of large caliber anti-aircraft fire and greatly reduce the time the supply aircraft must spend over the drop area.

Latest Fleet-Type Destroyer

The "new look" in destroyers is on its way following the recent launching of *uss Forrest Sherman* (DD 931), the first of the Navy's larger and more powerful fleet-type destroyers of post war design.

Sherman is the lead ship of the class that will eventually replace the familiar *Gearing* class of fleet type destroyers built during World War II. A total of 11 destroyers in this class are now under construction.



NEW LOOK for *USS Shangri-La*. Veteran of World War II will have many different features such as the all-weather-tight bow without the familiar gun tubs.

With a displacement of 3500 tons, measuring 418 feet long with a 45-foot beam, the *Sherman* class tin can will be larger but not markedly heavier than the older type since aluminum alloys have been used for much of the superstructure.

The crew of 22 officers and 315 men who will man this new type will find it is a far cry from the old type destroyers. The vessels will have complete air conditioning, the galleys have been arranged so the crews can get hot food and eat it on tables near the source of preparation. The mess compartment can be used as a recreational area, following the meal times, inasmuch as it is fitted out with four-man tables and individual seats.

Topside there are many improve-

ments as well, with the latest types of rapid fire, radar-controlled 5-in and 3-in guns. They also will have torpedo tubes designed to fire missiles with built-in homing devices and a variety of anti-submarine weapons.

Kyes Gets Kyes

David M. Kyes, FA, usn, didn't write his own orders following his graduation from recruit training, but if he had they would have read just the same as those he received. They sent him to *uss James E. Kyes* (DD 787) the ship named after his father.

As told in an earlier issue of *ALL HANDS* (see Feb., 1955, p. 36) serving aboard the ship named after his father was the younger Kyes' biggest hope. When word of his background and wishes reached officials of the Pacific Fleet they took steps to see that Kyes got to serve in *Kyes*.

Once on board the destroyer David learned that the long arm of coincidence had entered the picture for the ship is the flagship of Captain P. R. Osborn, usn, Commander Destroyer Squadron Three, who commanded a destroyer serving in the same squadron as that of Commander Kyes in 1943.

YESTERDAY'S NAVY



From 4 to 8 May 1942, the U. S. Navy fought the Battle of Coral Sea. This was the first major engagement in modern naval history in which surface ships did not exchange a single shot. Although the U. S. suffered damage to *Yorktown* and loss of *Lexington* (so badly damaged she was abandoned and sunk by U. S. destroyers), Japanese naval forces suffered severe damage and great loss. The Battle of Coral Sea effectively stopped the enemy in their advance to the southward.



'COCOONS' COVER gun mounts of USS *Missouri* as she joins mothball fleet after almost 11 years service.

Accommodatin' Mo

"Mighty Mo" (BB 63) has finally been decommissioned (at Puget Sound Naval Shipyard) after almost 11 years of uninterrupted service to the Fleet. Decommissioning ceremonies were held 26 Feb 1955 in the 58,000-ton battleship's wardroom.

Although her commissioning pennant has been hauled down, *Missouri* will continue to serve the Navy. Her office spaces and living quarters will be used by the staff of the Commander, Bremerton Group, Pacific Reserve Fleet. In this "accommodation ship" duty, *Missouri* replaces *uss Indiana* (BB 58).

Equipped with Radio

A tiny radio transmitter, capable of being fitted into the nose of a 20-millimeter projectile, has been developed by the U. S. Naval Ordnance Laboratory. Known as a "20mm spin sonde," the transmitter is so rugged that it will withstand acceleration shocks over 30,000 times the pull of gravity.

The spin sonde transmits a radio signal of uniform amplitude, which is picked up by a receiving antenna installed along the projectile's path. The signals are then carried to an oscilloscope, where they are transformed into a light pattern. Photographing these light patterns makes possible a study of the projectile.

The transmitter has already been put to work on the ballistics range in studies of projectiles, using fins as a means of providing rotation or "spin," which increases the accuracy of a projectile in flight.

Winners in Fire Prevention Fight

The Naval Station, Seattle, Wash., has been judged the Navy grand prize winner for its outstanding fire prevention program during 1954.

Thirty other naval activities scattered throughout the world also received certificates of merit in this annual competition among all naval shore activities. The winners, picked from among 177 competing naval stations, were divided into three major categories; large (over 3500 personnel); medium (1500 to 3500 personnel); and small (under 1500 personnel).

The first three place winners, by categories, were:

Large: Naval Station, Seattle, Wash.; Naval Air Station, San Diego, Calif.; and Naval Supply Center, Oakland, Calif.

Medium: Naval Powder Factory, Indian Head, Md.; Naval Station, Argentia, Newfoundland; and Naval Ordnance Laboratory, White Oaks, Md.

Small: Naval Supply Depot, San Pedro, Calif.; Naval Station, New Orleans, La.; and Naval Air Rocket Test Station, Dover, N. J.

For Good Skates

Another unique use of recreation funds was reported by NTC Bainbridge, Md., when it announced the opening of a new roller skating rink early this year. It is available to all hands and their dependents.

The roller rink, a converted mess hall, is open during liberty hours on week nights and weekends. Skates,

also purchased with recreation funds, are available at a small fee. Those having their own skates may use the rink free of charge.

Besides the rink itself, there is a refreshment stand operated by the Navy Exchange, and a lounge area, where skaters may have their refreshments and smoke.

World's Busiest Flattop

The world's busiest aircraft carrier recently logged what is believed to be the highest total number of aircraft landings of any flattop in the business. *uss Monterey* (CVL 26) recorded the 100,000th aircraft landing on her deck while in the Gulf of Mexico off Pensacola, Fla.

Significantly, the landing was made by a Naval Aviation Cadet, N/C Don W. Dickinson, usnr, flying an SNJ "Texan" trainer. NavCad Dickinson was making the fourth of his six landing, required to qualify for his Navy wings, when he made the historic landing.

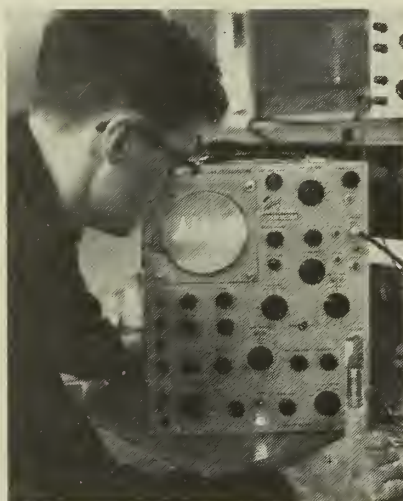
The landing set off a series of celebrations aboard *Monterey*. A huge cake, in the form of an aircraft carrier, was baked by the *Monterey* bakers Robert Shorten and Weldon Peoples. The miniature carrier's wooden form was built by Herbert Murphy, DC2, and H. R. Cruz, SN, painted the frame and tiny signal flags which spelled out "100,000 Landings."

The crew enjoyed a special steak dinner to honor the occasion and NavCad Dickinson presided at the cake-cutting ceremony. Dickinson was congratulated by Rear Admiral Dale Harris, usn, Chief of Naval Air Training, and Captain Harmon T. Utter, usn, commanding officer of *Monterey*.

Among the many honored guests who witnessed the landing was Rear Admiral Jose E. Rodrigues Calderon, Chief of Naval Operations of Cuba.

uss Monterey, recommissioned in January 1951, has aided more than 9000 basic and 3500 advance training pilots to qualify in carrier landings. Of her grand total of (now) more than 100,000 landings, all but 12,000 have occurred since *Monterey* was attached to the Naval Air Training Command in 1951.

Monterey also holds the Fleet records for the top number of landings in one day—779 on 25 May 1954—and in one week—1632 during 12-16 April 1954.



RADIO transmitter small enough to fit in nose of 20-millimeter shell is used to study the projectile's characteristics.

ADGs Get Names for Numbers

"Dungaree Navy" sailors — or at least part of them — may now identify their craft by name. In a move to increase the Navyman's sense of identification with his ship, thereby adding to the dignity and satisfaction of a naval career, names have been chosen for degaussing vessels (ADG) and consideration is being given to the naming of LSTs, LSMRs, and PC types.

The names chosen for degaussing vessels are electrical terms having connotations peculiar to degaussing techniques. ADGs 8, 9 and 10 — all former PCEs — have been named *Lodestone*, *Magnet* and *Deperm* respectively. ADG 11, a former AM, now bears the name *Ampere*.

Although they are not in the "Dungaree Navy" class, being converted from World War II "Liberty" ship hulls, the Navy has also announced names for the first four ocean station radar ships (YAGR). These names were chosen to indicate the type and duty of the vessels. For instance, YAGR 1 has been named *Guardian*.

"Monikers" chosen for other ships of this class are *Lookout* (YAGR 2), *Skywatcher* (YAGR 3) and *Searcher* (YAGR 4). The latter three are in various stages of conversion.

Hamul's Crew Makes a Deposit

The crewmen of the destroyer tender *uss Hamul* (AD 20), left their dependents something in the bank before departing for duty in the Western Pacific. It wasn't money, although on occasion it is many times more valuable than money.

It's a blood bank that the men of *Hamul* established — in cooperation with the American Red Cross at the Long Beach Naval Station. To date, more than half of the officers and men have responded to the call for donations of blood.

According to the Field Director for the ARC unit at Long Beach, *uss Hamul* is the only Long Beach afloat unit to have this type of blood bank for dependents. One feature of the program: A dependent doesn't have to reside in the Los Angeles area to make use of it.

If blood is needed by a dependent of one of the crew, he (or she) may receive it from the Red Cross in their own city, after it has been determined that blood has been deposited with

the Long Beach unit. It works, too, because not long after the program began, the father of one of the crewmen became ill in Danville, Va., and required eight pints of blood, which was charged to the deposits at "*Hamul's* Blood Bank."

It's NOTS China Lake

U. S. Naval activities centered at China Lake, Calif., have officially dropped "Inyokern" from the station's name.

With the approval of the Secre-

tary of the Navy, the new designation of "U. S. Naval Ordnance Test Station, China Lake, Calif." went into effect 15 Mar 1955.

NOTS received the designation of "Inyokern" in earlier years because its activities were based at Harvey Field at Inyokern. With the expansion of naval activities and the development of NOTS the communities of China Lake and Ridgecrest were born and "China Lake" became the synonym for the Ordnance Test Station.

Pittsburgh Is Looking for a Modern Davy Crockett

Once every half hour, all hands on board *uss Pittsburgh* (CA 72) are reminded that their ship's bark is no longer worthy of its bite. Instead of the hearty, satisfying baritone of the vessel's original one-ton bell, suitable for a husky, 17,000-ton veteran of World War II, the passing of the hours is marked by the lightweight clank of the bell from Motor Launch Number One — a dinky little 30-foot job. The situation is mildly embarrassing for the entire ship's company.

Pittsburgh's commanding officer, Capt. W. G. Chapple, USN, would like to find a modern Davy Crockett to patch up the original ship's bell, or get rid of it quietly, but there are certain regulations concerning that. Besides, he's received unofficial word that the residents of Pittsburgh, Pa., would take a dim view of the latter action. Unfortunately, it takes departmental approval and a sizeable freight bill before he can turn over the trophy to one of the city's civic

organizations.

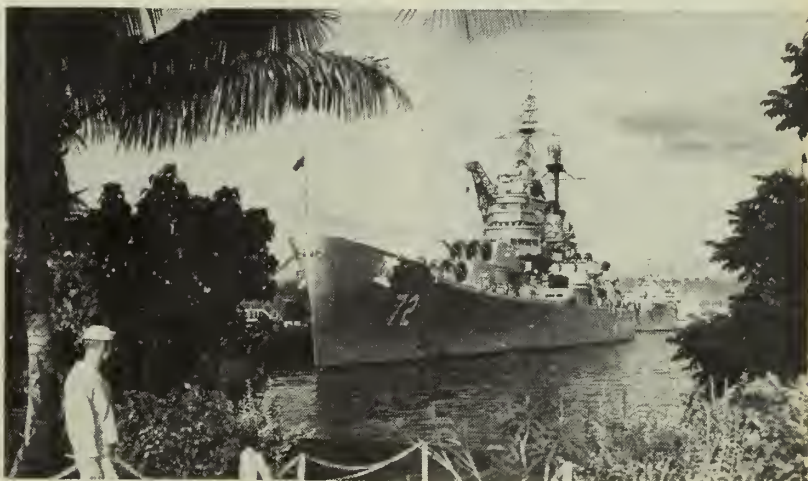
Pittsburgh is definitely not happy. Have you ever tried to rush through a requisition for a one-ton ship's bell?

Pittsburgh's PIO is uneasy because he's convinced he has a good yarn about the ship's newest sailor shattering with one blow the veteran of 11 years of hard service, but he isn't sure how it should be handled.

From here on in, no matter what happens to Jerry T. Shelton, SA, USN, during the rest of his naval career, he's going to be known as the guy that busted *Pittsburgh's* bell.

So what really happened? Nothing much. Shelton had the detail of sounding the ship's bell. He did so. The bell cracked. A bell from a motor launch is being used as a substitute. That's all.

It just goes to show that it's not always the size of the voice that counts but how well the story is tolled that makes the difference.



FRAMED BY TROPICAL SPLENDOR, *USS Pittsburgh* (CA 72) is moored at Pearl Harbor while on way to Japanese waters for first peace-time visit.

New Colors for Navy Planes

Navy aircraft are scheduled for "new look" paint jobs beginning 1 July, according to the Bureau of Aeronautics. Tests have shown that the new color schemes have better camouflage characteristics than the dark blue now in use.

- *Combat planes* in the future will be painted glossy white on the lower wing and fuselage surfaces and light "gull" gray on the upper wing, fuselage and horizontal tail surfaces. The upper portion of the wing control surfaces also will be white.

- *Trainees* — In addition to the new "white look" for combat planes, jet trainers (other than primary) and reciprocating multi-engine trainers will be painted a split orange and white color scheme. All primary trainers will retain the present overall orange-yellow color.

- *Helicopters* will be painted light gray.

- *Patrol aircraft*, including both land-based and seaplanes, will be painted a semi-gloss "seaplane" gray.

Planes now in service will be repainted at their next overhaul period following 1 Jul 1955, while production lines at aircraft plants will switch to the new colors as soon as economically practicable.

Marine Corps aircraft will also be repainted in the new colors.

Navy Mother Patrol

The Navy wives of Sigsbee Park in Key West, Fla., have joined forces to protect their school children from the continuous flow of automobile traffic in their community.

Sigsbee Park is a privately owned housing project provided mainly for the benefit of naval personnel.

Through the combined efforts of parents and the Sigsbee Park Community Council, they have organized a small working force of eleven resident mothers called the Sigsbee Park Mother's Patrol. The Patrol is comprised of officers' and enlisted men's wives and the work and time they donate is on a voluntary basis.

The Patrol has arranged for the children to be picked up by a school bus at a centrally located place, thus making it necessary to patrol only one intersection.

Each woman's wash day, shopping day, etc., is taken into consideration when arranging duty days.

Midway Eyes Freak Hurricane

The aircraft carrier *uss Midway* (CVA 41) looked a hurricane right in the eye, but escaped none the worse for wear, with only a few broken dishes counted as casualties. *Midway's* ever-watchful radar picked up the first hurricane of 1955 while the ship was steaming south-east, abeam of Haiti.

The hurricane was also the first January hurricane in the Caribbean Sea in 461 years of recorded meteorological history. *Midway* was headed to the Far East, via Capetown, South Africa, when it ran into the blow.

First indication that *Midway* might be headed into more than just a Caribbean squall came when a merchantman radioed that she was being tossed around by 50-knot winds. The following morning, *Midway's* CIC was tracking a suspicious weather area on radar. By early afternoon, however, *Midway* was plowing through heavy seas, with 40-knot relative winds and the barometer falling.

When the air search radar pictured a doughnut-shaped, full-blown hurricane 75 miles to the east, *Midway* radioed the information to Fleet Weather Central at Miami, Fla., and changed course to starboard to avoid Hurricane Alice.

The ship was 28 miles from the hurricane's "eye" at 2030—the closest she came to it. Hurricane Alice, with her 20-mile-diameter "eye" and 65-to-75 knot winds, howled past *Midway's* stern. The huge ship came through the storm safe after withstanding 47-knot winds and heavy seas that once generated a 22-degree roll by the 45,000-ton flattop.

Ex-Football Pro Now Carries the Ball As Navy Chaplain

Sports-minded recruits at U. S. Naval Training Center at Bainbridge, Md., have an additional reason to listen attentively to one of their chaplains — LT James S. Little, CHC, USN.

Not only does he pass the word on spiritual matters and character guidance to members of the 4th Regiment, but he is also a good man to have on your side in any form of physical activity.

Although convinced since his high school days at Portsmouth,

Ohio, that he wanted to follow the ministry, he also has had an active athletic career. In addition to participating in track he played football for three years during which time the Portsmouth team was undefeated.



This was followed by four years of college football, after which he went pro with the New York Giants until he was ready to go to Emory University near Atlanta, Ga. Here he received his Bachelor of Theology degree and, at the same time, was head football coach.

Before entering the Navy as chaplain in May 1952, he served Methodist churches in Kentucky and Tennessee. Since entering the Navy he has served as a circuit-riding chaplain with DesRon 30.

He is at present stationed at Bainbridge where he does the work of a chaplain and participates actively in the character education program for recruits.

In addition to track and football, he is interested in wrestling. At present, to maintain his muscular tone, he works out three times a week at weight-lifting, winding up each two-hour session with a 240-pound press.



CHAPLAIN James S. Little, LT, CHC, USN, who passes the spiritual word at Bainbridge, is an all-around athlete.

Navy Hoop Circuit Chalks Up Big Year

An underdog team from the Atlantic Fleet Destroyer Force battled its way to the championships of the Eastern All-Navy only to lose out in the finals 108-85 to a sharp shooting squad from Pensacola, Fla.

The Naval Air Basic Training Command "Goslings" had no easy time either, as they came from behind to win the 6th ND title and their eligibility for further competition. Both Pensacola and DesLant came through to the finals in the Eastern All-Navy undefeated. In the first game of the finals of the double-elimination tourney, Pensacola upended the Destroyer team 103-84.

"After watching them (Destroyers) battle in Fleet tournaments, we know they are incapable of doing less than their best," stated Admiral Jerauld Wright, usn, CinCLantFlt, in his dispatch congratulating both teams. "They were outgunned, not outfought by Pensacola. Congratulations to Pensacola on beating our best."

The other teams in the Eastern All-Navy tournament were NAS Quonset Point, R.I., representing the Northeastern Conference and NTC Bainbridge, Md., the best from the Central Conference. There was no Western All-Navy basketball tournament scheduled this year.

Although basketball was dropped this year on the All-Navy and Inter-Service levels of competition, more Navymen were able to participate in the game and more local tournaments were staged. And more spectator attendance was reported throughout the Navy.

Before shutting down on this year's season, here's a rundown of some of the other tournaments reported to ALL HANDS.

- The NABT Goslings won the 6th Naval District title defeating the Parris Island Marines 105-85 in the championship game at NAS Jacksonville, Fla. The Goslings came by the title the hard way—through the loser's bracket. After having defeated NAS Jacksonville and the NATTC Jacksonville Marines, the Florida squad lost to MCRD Parris Island 91-85.

This defeat forced the Goslings into the loser's bracket where they defeated Memphis Navy 84-74 in the semi-final round and then Parris Island Marines by the same score to

gain the finals against the same PI Marines.

- In one of the many tournaments held this season at Norfolk, a fast and flashy five from the Destroyer Force ran through four games undefeated to annex the Atlantic Fleet championship.

The Fleet tourney drew teams from PhibLant, which finished second, MineLant, Fleet Marine Force, BatCruLant, AirLant, SubLant and ServLant.

The Destroyers, coached by Ensign Jake Donner, beat ServLant 81-77 in the opening round and followed up with victories over AirLant, 99-80, and PhibLant 83-60. The Amphib "Gators" came back through the losers bracket to face the DesLant squad in the finals of the tournament.

The Gators played the speedy Destroyer team on even terms through the regulation game and one overtime period. But then the tall, college-experienced Amphibs cracked under the pressure of the second overtime and lost to the youthful DesLant squad by the unlikely score of 94-75.

SECOND HIGHEST scorer in LanFlt Tourney, Grover Wright, lays one up for AirLant in game against SubLant.



REBOUND ACTION during Atlantic Fleet tourney is pictured in game between Coral Sea's five and Deslant

In their eagerness to get the ball, the Gators were a bit too ambitious and incurred numerous fouls which the Destroyermen turned into points and victory. Stan Kernan, who scored 35 points against AirLant for high single game scoring honors, tallied 32 markers against the Gators in the final game.

- Up in Alaska, the Kodiak Naval Station retained the 17th Naval District championship they won last year as they defeated the Adak Naval Station "Seals" 51-40 and 67-63 in the best-of-three-games playoff.

In the first game, Kodiak opened to a 12-7 lead at the end of the first quarter and was never in too much trouble. Kodiak forward Phillips led his team in scoring with 13 points while Wilder and Allison from Adak also scored the same number of points.

The second night saw a much closer contest, but with Kelso of Kodiak tipping in 23 markers, Kodiak outlasted the Adak Seals 67-63. Wilder was again high scorer for the losers, this time with 17 points.

- The Commander Fleet Air Jacksonville basketball championship was won by the powerful NAS Sanford, Fla., Fleet Air Detachment. Paced by Ritchie Berg and former All-Navy hoopster Jim Castano, Sanford set a 98-point per-game average.

The "Sea-Fads" from Sanford gained the finals by eliminating teams from Fighter Squadron 32, 110-55, and Fighter Squadron 62, 96-37. In the finals against the Key

SIDELINE STRATEGY

WHO DO YOU THINK rates mention with the top Navy sports personalities? This



Chief Willett

has been a standing question since it was asked in the May 1954 edition of ALL HANDS. One nomination received came from Chief Carpenter N. R. Stewart, USN, baseball coach at NTC Bainbridge. He casts his vote for a man who is not even an athlete. In fact, the man has never played on a team that won an All-Navy title.

"But my candidate," writes Stewart, "has contributed much to the success of the Navy's sports program with his behind-the-scenes work. As you know, every sports event must have good organization and competent officiating. This candidate has been working as a sports organizer and official for many years.

"Lloyd F. Willett, ADC, USN, is the man who gets my vote," states the Bainbridge mentor. And he has a lot of good facts to back up his choice. For instance, in June 1951, when Willett was stationed at NAS Norfolk, he organized the first Amateur Softball Umpires Board in the Armed Forces, an organization which is still operating, supplying the fleet with competent officials. As the Intramural Sports Director at the Norfolk air station, Willett revised the station's entire intramural pro-

gram, organizing, supervising and training athletic units, coaches, and officials.

"Early in 1952," continues Stewart, "the chief was sent TAD to ComFive, where he organized a softball umpires school for the district sports program. More than 70 men attended this school.

"Also during that year, Willett helped organize and supervise the first Forces Afloat Norfolk Area baseball and softball tournaments; Norfolk Navy Area Sports Program; helped revise the ComFive sports program; and helped to organize the first combined Atlantic Fleet-ComFive School for basketball coaches and referees."

Willett was transferred to NTC Bainbridge in early 1953 and his first assignment was that of manager for the Fifth Naval District, All-Navy and first annual Inter-Service boxing tournaments.

How well he did his job is probably best summed up in a letter to the Chief of Naval Personnel by Colonel Harvel L. Miller, USMC (Ret.), Executive Secretary of the NBA, who wrote:

"All the officials have worked in the various tournaments at various levels in boxing and all expressed the opinion that they had never attended a tournament that was so smoothly and efficiently conducted in all particulars as the one at NTC Bainbridge. The numerous details were all covered and all thought out in advance. This seldom happens."

—Rudy C. Garcia.



West-based Experimental Squadron One, Sanford coasted to a 87-59 victory with Berg chalking up 31 points.

• Up North, at NAS Quonset Point, R. I., Air Anti-Submarine Squadron 31 copped the Fleet Air basketball crown, going through the double elimination tourney undefeated. In their opening game, VS-31 stopped the team from *uss Leyte* (CVS 32) 65-49 and then squeaked past VC-4 by one point, 60-59.

The VC-4 hoopsters came back from their loss to eliminate the *Leyte* team 72-69, only to lose again to VS-31, 88-72, this time for the championship.

• In another Norfolk-hosted contest, the team from the carrier *uss Intrepid* (CVA 11) outlasted a field of 54 teams to win the first regular basketball crown in the Forces Afloat League. This league, organized to give the average sea-going sailor a chance to play basketball in a well-organized conference, lasted four months and included 472 games.

The carrier squad finished its season with an 11-1 record. The *uss Amphion* (AR 13) finished in second spot with a 13-2 slate, losing out for first position when defeated by *Intrepid* 61-58 late in the season. Everyone connected with the league rated it "excellent" this year.

"One of the reasons for the success of the Forces Afloat conference," stated one league official, "was the ability of the smaller ships to play the larger ones on fairly even terms. This can easily be seen, since such a variety of ships, from a carrier to an LSD to a destroyer, finished among the top four."

The top eight teams in the final standings were supposed to play in the post-season Forces Afloat tournament. However, the operating schedules made it impossible for third place *uss Lindenwald* (LSD 6) to enter. Operating schedules also prevented the ninth place *uss Orion* (AS 18) or *uss New Jersey* (BB 62) to replace *Lindenwald*.

The league champ, *uss Intrepid*, was a slight favorite to win the tournament title but the team from the "Happy Valley" *uss Valley Forge* (CVS 45) came through to win the crown. The *Valley Forge* hoopsters topped the team from *uss Saipan* (CVL 48) 66-59 in the championship game of the league tourney.

DECORATIONS & CITATIONS



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ **STORM**, Wallace R., LCDR, USNR, (posthumously) for heroic conduct as pilot of a fighter plane in Composite Squadron 4, based aboard *uss Wasp* (CVA 18) on 23 January 1954. LCDR Storm maneuvered his plane toward the least obstructed area of the flight deck to avoid crashing into parked aircraft and personnel, averting a probable disaster.

★ **YAGEL**, Ross W., CD3, USN, (posthumously) for heroic conduct in attempting to rescue a fellow serviceman from drowning at Nimitz Beach, Guam, Marianas Islands, on 10 Sep 1954.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ **O'LEARY**, Henry C., GM1, USN, for meritorious achievement in Korea on 24 Nov 1952. Combat "V" authorized.

★ **SWEET**, Arthur H., BOSN, USN, for meritorious achievement in Korea from 26 Jun 1952 to 1 May 1953. Combat "V" authorized.

★ **THACHER**, Robert A., CDR, USN, for meritorious service in Korea from 3 Dec 1952 to 15 Jun 1953. Combat "V" authorized.

★ **TIERNAN**, Charles E., LT, USN, for meritorious service in Korea from 1 May to 21 Jul 1953. Combat "V" authorized.

★ **TORAN**, William P., CDR, USN, for meritorious service in Korea from 26 Dec 1952 to 12 Jul 1953. Combat "V" authorized.

★ **TRAXIER**, Donald K., LCDR, USN, for meritorious service in Korea from 15 Mar to 16 May 1953. Combat "V" authorized.

★ **TURNER**, Charles W., Jr., LTJG, MC, USNR, for meritorious achievement in Korea from 10 Dec 1952 to 1 May 1953. Combat "V" authorized.

★ **TYNG**, Michael T., CDR, USN, for meritorious service in Korea from 16 Feb to 27 Jul 1953. Combat "V" authorized.

★ **VELLIS**, Demetrius J., CDR, USN, for meritorious service in Korea from

20 Nov 1952 to 16 May 1953. Combat "V" authorized.

★ **VENNE**, Antoine W., Jr., CDR, USN, for meritorious service in Korea from 25 Aug to 11 Nov 1952. Combat "V" authorized.

★ **WATKINS**, Nelson P., CDR, USN, for meritorious service in Korea from 17 Jan to 8 Jun 1952. Combat "V" authorized.

★ **WESSON**, Joseph H., CDR, USN, for meritorious service in Korea from 16 Feb to 27 Jul 1953. Combat "V" authorized.

★ **WESTHOFF**, William E., CDR, USN, for meritorious service in Korea from 5 Aug to 28 Feb 1953. Combat "V" authorized.

★ **WILSON**, Roland O., ENC, USN, for meritorious service in Korea from 27 Jun 1950 to 27 Jul 1953. Combat "V" authorized.

Gold star in lieu of second award:

★ **CLAUSNER**, Marlin B., CDR, USN, for meritorious service in Korea from 8 Apr to 27 Jul 1953. Combat "V" authorized.

★ **DAKUTIS**, Fred E., CDR, USN, for meritorious service in Korea from 31 Dec 1952 to 5 Jun 1953. Combat "V" authorized.

★ **HANNA**, Hugh A., CDR, USN, for meritorious service in Korea from 27 Feb to 27 Jul 1953. Combat "V" authorized.

★ **HAWKINS**, Gordon S., LCDR, USN, for meritorious service in Korea from 25 Aug to 11 Nov 1952. Combat "V" authorized.

★ **HIRD**, Louis R., CDR, USN, for meritorious service in Korea from 11 Sep 1952 to 27 Mar 1953. Combat "V" authorized.

★ **HOLLYFIELD**, Ernest E., Jr., LT, USN, for meritorious service in Korea from 18 Jun to 27 Jul 1953. Combat "V" authorized.

★ **HOWELL**, Willard Y., CDR, USN, for meritorious service in Korea from 26 Dec 1952 to 12 Jul 1953. Combat "V" authorized.

★ **JARMAN**, Edward B., CDR, USN, for meritorious service in Korea from 11 Apr to 12 Jun 1952. Combat "V" authorized.

★ **RAIRDEN**, Percy W., Jr., LT, USN, for meritorious achievement in Korea on 13 and 14 Oct 1952. Combat "V" is authorized.

★ **REDGRAVE**, DeWitt C., III, LT, USN, for meritorious service in Korea from 26 Jan to 6 Dec 1952. Combat "V" authorized.

★ **SANDERS**, Herman J., LT, USN, for

meritorious service in Korea from 8 Aug to 1 Oct 1952 and from 15 Oct to 12 Mar 1953. Combat "V" is authorized.

★ **SEIM**, Harvey B., CDR, USN, for heroic achievement in Korea on 10 Aug 1952. Combat "V" is authorized.

★ **SOBALLE**, Verner J., CDR, USN, for meritorious service in Korea from 3 Dec 1952 to 15 Jun 1953. Combat "V" authorized.

★ **SONNTAG**, Frank M., LT, USN, for meritorious service in Korea from 18 Jun to 20 Oct 1952. Combat "V" authorized.

★ **THEDE**, William L., LT, USN, for meritorious achievement in Korea from 25 Mar to 25 June 1953. Combat "V" authorized.

★ **TRENEER**, George E., LCDR, USN, for meritorious service in Korea from 5 Mar to 27 Jul 1953. Combat "V" authorized.

★ **WICKENS**, Justin L., CAPT, USN, for meritorious service in Korea from 15 Jan to 27 Jul 1953. Combat "V" authorized.

Gold star in lieu of third award:

★ **DEFORREST**, Don C., LCDR, USN, for meritorious achievement in Korea from 1 to 22 Nov 1950. Combat "V" authorized.

★ **DUDLEY**, John A., LCDR, USN, for meritorious service in Korea from 28 Jul 1952 to 8 Feb 1953. Combat "V" authorized.

★ **FLIGG**, Claude M., CDR, USN, for meritorious service in Korea from 19 Mar to 27 Jul 1953. Combat "V" authorized.

★ **HESS**, Franklin G., CDR, USN, for meritorious service in Korea from 12 Mar to 1 Jul 1953. Combat "V" authorized.

★ **PERRY**, Joe R., LT, USN, for meritorious service in Korea from 29 Apr to 10 Jul 1951. Combat "V" authorized.

★ **RAIRDEN**, Percy B., Jr., LT, USN, for meritorious service in Korea from 15 Oct 1952 to 13 Jun 1953. Combat "V" authorized.

★ **SCHLACKS**, William J., Jr., CDR, USN, for meritorious service in Korea from 15 Jun to 14 Oct 1952. Combat "V" authorized.

Gold star in lieu of fourth award:

★ **RATLIFF**, William K., CDR, USN, for meritorious service in Korea from 1 to 17 Jul 1953. Combat "V" authorized.

★ **THOMPSON**, Harry L., Jr., CDR, USN, for meritorious service in Korea from 18 Sep 1952 to 1 Mar 1953. Combat "V" authorized.

BOOKS: SALTY READING SCHEDULED IN THIS MONTH'S CHOICE

DURING WORLD WAR II, all types of ships had to be operated by men many of whom, a few short months earlier, had never stood on the bridge of a ship. On their judgment and good luck depended not merely ships but lives and battles.

Yet at the time there was no book which could be used to train them, no test devoted exclusively to the problems they would face, how these problems differed from ship to ship or even in the same ship in different waters. There was no book to show them how to make the ship do just what she was supposed to do.

Naval Shiphandling by CDR R. S. Crenshaw, Jr., USN, who was assisted by an impressive roster of Navymen and members of the Coast Guard

and Merchant Marine, would be a big help to a person facing this situation. It gives facts, in a businesslike and direct manner. It contains essential information that a Navyman concerned with shiphandling must know in order to handle any type of power craft afloat.

Shiphandling is only one aspect of the salty subjects, presented in fiction and non-fiction form, which has been chosen this month by the BUPERS library staff for your information and reading pleasure.

Two first-rate sea stories, for example, have been selected. In *The Good Shepherd*, C. S. Forester has created a memorable character in the Bible-quoting, Annapolis graduate CDR George Krause. You are inescapably swept into his ordeal on the bridge and share every sleepless hour with him when, as CO of the U. S. Navy DD *Keeling*, he battles against almost (but not quite) overwhelming odds to fill his role of the good shepherd of the convoy. The author demonstrates that he can write of the modern-day Navy as skillfully as he can of Captain Horatio Hornblower who fought for Old England in the age of iron men and wooden ships.

Unlike many war novels, *Run Silent, Run Deep*, by CDR Edward L. Beach, USN, is a story that deals with war from the perspective of command. CDR Beach recreates with fidelity the anguish, agony and triumphs of command decisions. In his hero, CDR Richardson, he has created a character who embodies all that is the best—and human—in an excellent naval officer. The story is a monument to those men who rose to greatness under the sometimes unbearable tensions of action.

The recent tour of USS *ATKA* (AGB 3) is the latest attempt of man to discover Antarctica's most closely guarded secrets ever since it was first discovered in 1820 by the young Connecticut seal hunter, Nat Palmer. Over the last 135 years, many men have lost their lives to starvation, frostbite, disease, blindness, drowning and madness in their attempts to explore the largest unknown frontier of the world.

The Silent Continent, by William

H. Kearns, Jr., and Beverly Britton, tells the stories of more than 30 Antarctic explorations from 13 countries, each a true adventure story of the courage, heroism and fortitude which drive exceptional men to go where no man has dared go before. Here is the personal account of Scott's tragic retreat from the South Pole, having learned that he has been beaten to his goal by Amundsen; the story of Mawson's solitary month-long journey through the Antarctic winter, eating his sled dogs to survive; Byrd's first flight over the Pole, and many more tales of human strength, sacrifice and bravery in the gradual exploration of the Silent Continent.

The authors tell of a continent the size of the United States and Europe combined, covered with an ice sheet thousands of feet thick, studded with 13,000-foot peaks, ringed with icebergs the size of Rhode Island. It is a grim land, lashed by winds up to 200 miles an hour and paralyzed by temperatures of 70 degrees below zero.

Coromandel! is much different. It is that rare combination of a rousing good adventure yarn told by a master of his craft. In his fifth novel of India, John Masters tells of Jason Savage who, in the early 17th century, travelled from Wiltshire, England, to India and Coromandel where he hoped to find his fortune and where he found love, deceit and intrigue.

In another historical novel, *Captain Cut-Throat*, John Dickson Carr transports us to those desperate days when, like a lance pointed at the heart of England, Napoleon held his invading armies poised across the Channel. This is a highly fanciful account of one of the possible reasons why Napoleon did not invade England at this crucial moment, when England's fleet had been lured away and her coasts were defenseless.

On the local and contemporary scene, *Headquarters*, by Quentin Reynolds, ostensibly tells of Frank Phillips, most decorated active New York policeman, but he also tells of almost every kind of police work in every sort of neighborhood. Phillips is the hero, but he is also the representative of the twenty thousand New York policemen, as well as the other thousands throughout America. Through him is told the story of the men who guard our homes, our pocketbooks, our lives and our children.

SONGS OF THE SEA



The Rhyme of the Chivalrous Shark

Most chivalrous fish of the ocean
To ladies forbearing and mild,
Though his record be dark, is the man-eating
shark,
Who will eat neither woman nor child.

He dines upon seamen and skippers,
And tourists his hunger assuage,
And a fresh cabin boy will inspire him with
joy
If he's past the maturity age.

A doctor, a lawyer, a preacher,
He'll gobble one any fine day,
But the ladies, God bless 'em, he'll only
address 'em
Politely and go on his way.

**ALL HANDS
BOOK SUPPLEMENT**



MANILA AT BAY

The summer of 1899 was a crucial period of the Philippine campaign—a time when insurgents were most active against U. S. occupying forces. Described here is one little-known incident experienced by the crew of Manila during that period as they sailed the Sulu Sea.

Control of the Philippine Islands following the Spanish-American War was bitterly contested by Filipino insurgents under General Emilio Aguinaldo. The situation was exploited by local pirates who had traditionally raided coastal shipping and villages. That part of the U. S. Navy which remained in the Islands following the Spanish-American War, combined with Army and Marine Corps personnel, was assigned the responsibility of bringing peace and order, not only to the Philippine Islands proper, but also to the multitude of tiny islands of the archipelago.

One of these vessels was Manila. Manila was a tramp steamer which had been captured from Spain. Built in about 1885, she was steel-hulled, displaced 1750 tons, had a length of 210 feet, a beam of 31 feet, and a draft of 13 feet. Her engines were two-cylinder compound, with a single screw.

She had one smokestack and two

masts. The mainmast was rigged with a leg-of-mutton sail, occasionally hoisted. The foremast was used only for signaling and as a perch for the lookout.

She was armed with two 4.7 guns amidships, two rapid-fire guns aft, two six-pounders forward and a Colt's gun under the bridge. In spite of her armament and the title "converted gunboat," Manila still appeared to be the merchant ship she was originally designed to be.

In Sailing the Sulu Sea, LT. (later RADM) David Potter, SC, USN (Ret.), tells what befell the officers and enlisted personnel of Manila during their tour of duty in the Philippines.



Manila's Skipper Nazro

THE COMPLEMENT OF OUR GUNBOAT varied greatly with the needs of the service—that vague phrase! It ran from seventy-five men to three times that number. The commissioned officers never numbered more than nine.

Be it remembered this was before the time that seamen, or anyone else in a cruising ship of the Navy, were furnished cold-storage turkey and

From *Sailing the Sulu Sea*, by David Potter, RADM, SC, USN, (Ret.). Copyright, 1949, by E. P. Dutton & Co., Inc., New York. Published with permission of copyright owner.

MANILA AT BAY

canned asparagus tips plus ice cream and milk shakes. No! the dinner of our day was made up of salt beef pickled in brine, sauerkraut drenched in vinegar, hardtack toasted by way of a flourish, and coffee with sugar but without cream or milk; and for dessert there was the now almost forgotten plum duff which was a pudding composed of flour, dried currants, and molasses, boiled to a paste in a cheesecloth bag.

There were no power- and light-giving dynamos in *Manila*. Ordinarily she was lighted by kerosene lamps. Allowances of candles were regularly issued, and below decks, in rough weather, even lamps were foregone in favor of the non-explosive candles.

THERE WAS NO COLD STORAGE provided in any ship of the United States Navy, least of all in *Manila*. Hence we lived mostly on salt beef and salt pork, on tinned beef and tinned ham and tinned mutton, on tinned vegetables, and on hardtack in lieu of bread. As to the last-named item, we found it delicious when well toasted and dipped in hot, melted butter. All butter came from tins, and so did all milk. Both were mere pastes of none too fragrant odor. Not that there was a soul on board who bothered about odors.

Shower baths were unknown. The supply of fresh water for washing was sternly restricted. Each officer was allowed enough to sluice himself off in his room every morning—standing in a collapsible rubber tub.

On account of the danger of fire, the vessel's interior being entirely of wood, smoking was prohibited except when the smoking-lamp—a name now almost forgotten—was authorized to be lighted. This permission ordinarily was granted for the crew's meal-hours and for holidays.

There was no ship's library, no crew's recreation room, and, of course, there was no motion picture machine, no phonograph, no radio. And naturally, the seamen did not feel the lack of what they had never known.

The wardroom was the very center of our ocean home—and an odd-looking home it was. For before we finished that cruise the wardroom had become a veritable museum, a compartment wherein was gathered souvenirs from a dozen islands charted and uncharted.

THERE WERE COPPER SHELL-CASES from the six-pounder shells we had fired at the battle of the Zapote River in Luzon; and Mauser cartridges from a skirmish at Paluan Bay in Mindoro. There were short swords and long spears from Balabac; and there was a small *lantaka*—

CAPTURED GUNBOAT, taken from the Spaniards, was converted for use by America in maintaining peace.



brass, muzzle-loading cannon—from Cotabato in Mindanao. Borneo gave us the wooden shields of the Dyak head-hunters, and the ugly knives whose handles were tasseled with human hair. Grass chairs, cane lounges, and gaily dyed mats, relieved the grim aspect of the weapons.

There were joints of bamboo for holding water—we had taken them from a war-canoe captured near the island of Cagayan Sulu. From Sulu itself we obtained coats of chain armor and breastplates made of carabao-horn. In shape, they were just such as Achilles or Alexander or Caesar might have clanked about in.

From some *Bajaus*—sea-roving gypsies of the Malayan stock—whom we had encountered along the coast of Tawi Tawi, we obtained half a dozen one-stringed fiddles. I think every one of us learned to scrape a wicked string.

The incident described below is but one of a series encountered by Manila. Under the command of CDR (later RADM) Arthur P. Nazro, USN, Manila is lying in the harbor of Sandakan, capital of British North Borneo, and is visited by the governor, Sir Hugh Clifford, as the chapter opens.

WHEN A SMALL STEAMER had put into Sandakan the captain reported to the governor that, as his vessel was passing through the Sibutu Strait, which connects the Celebes Sea with the Sulu Sea, he had noticed a junk lying close to Sibutu Island. The junk was being swarmed over by natives from *proas* and *bancas* alongside. The captain was certain that the junk had been seized and looted by pirates.

He had not tried to interfere with their activities, but, thinking that Sibutu belonged to the British, he had reported the facts to the governor.

Sibutu lies only five degrees north of the equator. Twenty miles eastward across Sibutu Passage lies Bongao, a small island at the extremity of the southern branch of the Philippines archipelago. The nearest part of Borneo is Labian Point, perhaps twenty-five miles northwestward of the northern end of Sibutu.

Thus in 1899 and for several years thereafter, the government of the United States and the government of Great Britain were not agreed as to which nation owned Sibutu Island and its auxiliary islets. Each advanced a claim which, eventually, was settled by a special treaty in favor of the United States.

But in September 1899, the governor of British North Borneo seemed to be certain where the sovereignty lay, for upon receipt of the skipper's report, the buck was deftly passed to us. This acknowledgment of American rights by Sir Hugh Clifford, and the steps taken by CDR Nazro in consequence of that acknowledgment, strengthened the hand of the United States when the government began to press its claim for the possession of Sibutu.

The afternoon following that of the governor's call, *Manila* left Sandakan bound for Sibutu and by 8:00 the next morning we headed into the southern end of the island.

THE ISLAND LAY ABOUT three miles to the west of us, a low-lying area of sand and palm trees, a poor thing, indeed, to eyes accustomed to the splendid highlands of Balabac. A few huts stood on slender pilings eight or ten feet above the beach of the little cove toward which *Manila* was now being conned.

Fairly alongside the huts the junk lay stranded. Her high stern and box-like shape gave her a quaint resemblance to a Spanish galleon of the time of Philip II. It had doubtless been plundered and her crew's throats cut.

In approaching Sibutu we were compelled to rely upon an ancient Spanish chart, no other being available. In addition, these were perilous waters and every possible precaution was taken. The captain, the executive officer, the navigator, and the officer of the deck, were on the bridge; two lookouts were in the foretop, and two more in the bows anxiously scanning the sea for shadows which might indicate shoaling water. A lead was being swung at each side of the ship. The engines were rung down until the single screw was revolving only just fast enough to hold steerageway.

But some effect of sun and cloud tricked eager lookouts, and deep water at every cast betrayed nothing to skillful leadsmen. For at a point where the Spanish chart showed a mile and a half of deep water ahead of us, we ran slap on a reef. It was just eight-twenty A.M.

THE BOW OF THE OLD *Manila* reared in the air with a jolt. Then with that long grinding sound so hideous in a seafarer's ears, she rode right up on the reef, straight ahead, for sixty feet of her length. I verily believe that if our navigator, Hough, [LT (later RADM) Henry Hughes Hough, USN] his eye catching a sinister play of shadow beneath the sunlit surface of the water, an instant before she struck, had not rung: "Full speed astern!" she would have flung her entire hull from stem to sternpost upon the coral.

As it was, she was in a bad fix. From a point near the bridge to the farthest point aft she floated, or rather hung, in water over twenty fathoms deep; but there was only half a fathom under the forefoot when the tide went down that day. And from the moment she grounded she was in a position where her own weight might break her back.

The conditions of wind and sea, actual and potential, made it imperative to win clear as soon as possible. The tides that rush through Sibutu Strait were notoriously strong—hence the wrench on *Manila*, which was resting at right angles to the tide, was constant. Furthermore, the change of monsoon was imminent, and that meant high winds and heavy seas, perhaps downright storms. And even a moderately brisk sea would speedily grind *Manila* to pieces against the reef.

BOTH BOWER ANCHORS were dropped at once in order that the ship might be lightened by just so much. All boats were lowered, with the same object. The guns were trained aft in order to gain the advantage of their weight as a counterpoise in the endeavor to slide the gunboat off the reef.

A kedge was rigged to the sailing-launch, carried out to a point astern of and to windward, that is to say, to northward, of the stranded vessel, and was there let go. Of course, a stout manila hawser had been bent onto the anchor before it was dropped. The hawser was wound on the steam-winch at the main-hatch, and a steady strain was set up.

None of these maneuvers seemed to avail in the slightest.

The screw had never ceased to churn at full speed astern. It so continued for the better part of an hour without intermission—and at frequent intervals there-



CAPTURED BANCA was one type boat used in raids on ships and villages in wake of Spanish-American War.

after—without its being able to withdraw our poor ship an inch.

Surging ship was next resorted to, a procedure which tends to wrack a hull but which is justified, indeed enjoined, in an emergency. Surging was accomplished by all hands lining up like racers along one rail of *Manila* and then, at the word, rushing across the deck until brought to against the opposite rail. The hope was that the shifting weight of fourscore men would cause the vessel to surge or rock in its bed, thus crumbling enough of the minor pinnacles of coral to loosen their grip on the *Manila's* keel and strakes.

This hope proved as vain as the others.

THE CAPTAIN NEXT GAVE ORDERS to break out the ballast from the fore hold and stow it aft—on the overhang, in the passageways outside his cabin and the wardroom, inside his cabin and in the wardroom. Accordingly the hoisting-windlasses were manned, slings were rigged, and tons of pig iron began to be moved.

But in the midst of these measures, another factor of hazard had to be faced and dealt with, one relatively slight for a man-of-war, to be sure, but which would have been serious enough if *Manila* had been the merchant vessel she appeared to be. Our gunboat lay on a reef in the very haunt of Malay pirates, of the "Soo-loo" whose *proas* have dashed alongside stranded or becalmed ships in many an account of voyages in East Indian waters. I knew that in one form or another Magellan had suffered from them, and that many other explorers had fought them. I had thrilled to vivid tales of battles with them. Now, I was to see some of them for myself.

AS I HAVE MENTIONED, *Manila* had grounded two miles from Sibutu Island, just as we were heading in toward the half-dozen huts where the plundered junk sagged on the beach. Just before we struck, my binoculars had picked out three or four figures standing about the hamlet. But the distance was too great to reveal whether or not they were excited by our approach.

But within an hour after the catastrophe, the Sibutuans gave ample evidence of their excitement or, at any rate, of their interest in anticipated loot.

From behind a clump of palm trees, which no doubt concealed the entrance to a creek or a lagoon, fifteen canoes emerged in swift succession, and paddled toward us. These craft were of the small *banca* type, that is, only large enough to carry five or six men each—eighty or

ninety men in all. But that number would have been overwhelming to the meager crew—ten or fifteen men at most—of a seventeen-hundred-ton merchant vessel.

WE MADE INSTANT PREPARATION to receive the visitors properly.

The *bancas* came right at us over depths and shoals alike, for their draft was too shallow to oblige them to be wary of the coral-heads. As they drew near I noticed with admiration their deep chests, flat bellies, and lean, wire-strong arms. Their skins were dark brown, almost black—whether by nature or from lifelong exposure to sun and wind and sea.

As the warriors drew still closer, I could see their wild black eyes, and could descry the crimson of the betel-nut juice they spat over the gunwals of their canoes.

Then our captain, standing on the bridge, called down: "Now, then!"

At the command, a dozen of us—all that could be spared from the efforts to lighten the ship—rose from where we had been crouching on the forward part of the deck. We stepped to the rail, and stood with our rifles ready. There was consternation among the would-be pirates. The leading *bancas* backed water frantically. Some of those behind crashed into the others. Several paddles were snapped. Shrill exclamations went up.

Then the welter straightened itself out—there are no better boatmen than the Moros—and the *bancas* went paddling shoreward. They vanished behind the palm-screened point, and for a while we saw them no more.

ALL THAT DAY all hands and the cook—literally—toiled to work *Manila* clear. Some backed the engines from time to time; some kept a steady strain on the hawser that held the stream kedge; some ran the winches that whipped up the pig-iron ballast from the holds. But most were busy carrying from forward or from amidships to the after part of the ship not only the ballast but also whatever else was movable and had worth-while weight.

And still our gunboat's bow remained imbedded as solidly, apparently, as if it were only a strange form of

MOROS of the Philippines like the one pictured here were stern warriors, proud of their physical prowess.



coral destined to rest there until crumbled by the action of the elements.

The sea remained calm all day—if there was any increase in the strength of the swell I did not perceive it, nor did I hear others mention it. Toward the end of the afternoon the sky grew a little more hazy.

ALL HANDS CONTINUED to toil not only like coolies but like trolls. Except for the interlude when I had been in charge of the men who menaced our self-invited guests, I ran the steam hoisting-winch at the forehatch. Dr. Thompson did the same at the main.

After several hours of taking turns of a stout hawser about a whirling drum, and of thrusting a stiff throttle back and forth, I had many of the assorted aches in shoulders, ribs, hips, and small of the back, that I used to have after being tackled every few minutes throughout a hard game of football.

All that day and half that night the entire ship's company kept at it. At midnight, the captain ordered all hands, except of course a proper watch, to turn in, to get some sleep.

We slept on deck, our rifles beside us ready for a call to repel boarders. But our heavy slumbers were not disturbed by a fierce dash of *proas* filled with krised and betelnut-chewing pirates. As we guessed from what happened later, the eighty Moros we had rebuffed that morning were engaged during that night in calling for assistance throughout Sibu Island.

★ ★ ★

WHEN I TOOK OVER the morning watch there began another task of shifting, or trying to shift, the ship's balance in the hope of forcing her to slide stern first off the gripping corals, a task which made that of the day before seem relatively a jest.

To break out a clean iron pig, even when working in a dimly lighted hold, to whip it onto the upper deck in a single motion, and to bear it in one's arms from hatch to wardroom, was one thing; but to burrow mole-like in a smothering bunker, to shovel coal—all the dust and crumbs—into a gunnybag, and to drag it scatteringly along black passageways—that is quite another thing.

In a little while, so far as looks went, officers and men alike could have won instant employment as chimney sweeps. If we had resembled trolls before, we now looked like troglodytes.

The very attendants of the cabin and wardroom mess, in the intervals of preparing and serving food, voluntarily devoted themselves to dragging bags of coal.

THE WORK HAD BEEN resumed for barely a half-hour when the bugle sounded the call to "general quarters." I seized my rifle and ran to the forward deck.

By some freak of the weather, the mist had cleared away to the distance of a quarter-mile from *Manila*. And just in time, too! At the inner edge of the barrier reef was a whole fleet of canoes, some of them good-sized *proas*, but more of them of the smaller *banca* class. I counted forty craft in all, and in them nearly three hundred men.

This horde were all of the same half-naked, besworded sort as our callers of the day before. I thought I had never seen a more unpleasant-looking lot of cutthroats.

Whether it was because the piratical gentry had not thought the matter through or whether it was because there was a subtle sea-tactic involved, I do not know,

ALL HANDS

but their approach had been made at the very slack of the tide. By the time the foremost canoes reached the edge of the barrier reef, the water on it was too shoal to float the *proas* which, as has been explained elsewhere, are the largest of the Moro craft.

THE MOROS COULD HAVE LEFT the ten *proas* behind and have paddled the thirty *bancas* over the reef. However, after the experience of part of his force of the day before, doubtless the admiral commanding the Sibutuan fleet did not deem it wise to allow his light cruisers to engage in action without the close support of his battle-ships. He solved the problem by converting the crews of *proas* and *bancas* alike into infantry.

As each canoe reached the reef, the warriors sprang out into the water knee-deep. There they formed an irregular line in which long knives and spears could be seen tossing. In the middle of the array a broad flag fluttered from a bamboo staff borne by two men. The colors of the flag and the device upon it were indistinguishable to us, but probably it was the standard of the *datu*, or duke, of Sibutu.

From a platform in the bows of the largest *proa*, held against the reef's front, a tom-tom commenced to throb—the line of Moros began to splash forward toward *Manila*.

I SUPPOSE THE SIBUTUANS still believed our gunboat to be only a harmless merchant steamer. They must have assumed that the dozen or so riflemen they had seen on our deck the day before formed the steamer's entire crew. They expected that the assault which eighty men had not cared to attempt yesterday would be essayed, and successfully completed, by nearly four times that number today.

As the Moros drew nearer, some of them now beginning to yip a little with excitement, I could not but admire the complete self-control with which *Manila's* crew awaited the command to commence firing. Commander Nazro had called down from the bridge: "Don't fire until I give the word!" The command had been quietly repeated by officers and petty officers.

THE MOROS' CHARGING LINE, if a wading line can be said to charge, was now within easy earshot. At our captain's nod, our riflemen rose into view along the rail as we had done on the preceding day. At the same moment, he called out in Spanish to the Moros to halt. Undoubtedly their chiefs had a smattering of Spanish, and if the tribesmen had not, at least they understood the stern ring in our captain's voice and the warning of his out-flung hand. Involuntarily they obeyed his command.

Addressing himself to the *datu* and the group about the standard, Commander Nazro demanded to know what was wanted. The *datu* shouted back some indistinguishable words, perhaps a defiance. Then the Sulus' line began to splash forward again.

They must be stopped now or never. And it seemed that this could only be done by opening fire upon them. I stood on the deck a trifle forward of the bridge, and I could see plainly the face of the captain. Reluctance to utter the lethal words: "Commence firing!" was shown there.

The only sizable guns carried by *Manila* were the two 4.7s, one on each side of the deck about amidships. These, along with the six-pounders and Nordenfeldts, within a few minutes after the ship's grounding, had been trained inboard and aft in order to throw their



PROAS, largest of the native crafts, were fast. They were used by the Moros during would-be raid on *USS Manila*.

weight astern of the grounding point of the vessel. A thick piece of canvas had been thrown loosely over each of the 4.7s to shield them from the rain. To the Moros' eyes, therefore, the guns must have loomed only as meaningless bulks.

NOW, IN THAT MOMENT of suspense, when the word that would bring death to several scores of Sibutuans and, perhaps, to some Americans, hung upon our captain's lips, Hough ran to the port 4.7. He dashed the concealing canvas from the gun and, almost with the same motion, he swung the gaping muzzle full upon the advancing tribesmen.

The effect was magical. For the first time, the Moros realized that the vessel they were expecting to board and loot was not a merchant steamer but was a duly provided man-of-war.

The line stumbled to a halt. There was a wild swaying back and forth. Shouts went up, shrill and uncertain.

Then the *datu's* battle flag began to move toward the rear. With it hurried the Sibutuans in a retreat.

They won to their canoes, and scrambled into them. In a few minutes, the whole fleet had sunk into the mists from which they had emerged.

USS *MANILA*, the captured Spanish tramp steamer, shown moored in Sandakan harbor, British North Borneo.

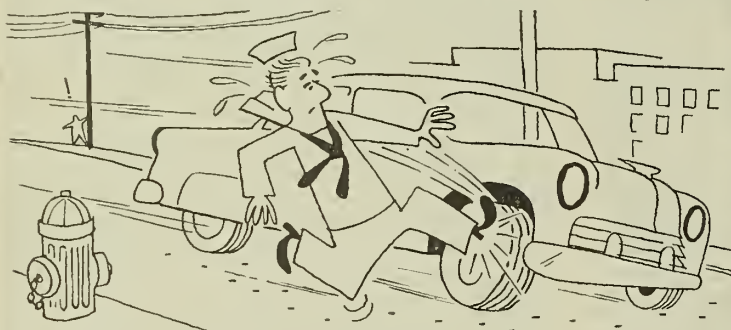


TAFFRAIL TALK

THERE'S A MORAL to this story. While Sherman Leduc, FP2, formerly of USS *Hailey* (DD 556) was awaiting separation at Newport, R. I., he returned to his auto to discover it had a dead battery. Fortunately, he was parked on a slight hill, so it was easy to give the car a push to get it started.

When he tried to board the moving vehicle, he found that the door had locked. To prevent the car from crashing into other autos parked on either side of the street, Leduc ran 100 yards beside his car, kicking first the right wheel, then the left, to guide the, by now, thundering leviathan.

As it approached the street's dead end and a 50-foot drop down an embankment, the panting Leduc gave the nearest wheel a final kick, steering the car into a vacant playground where it tore an eight-foot gap in an iron fence.



JACK WING

The moral? Well, there's the old saying "Look before you leap," but Leduc has an addition, "Don't lock the car door before she starts rollin'."

★ ★ ★

NAS Whidbey Island has reason to feel proud of Patrol Squadron 29. Of the 34 CPOs attached to that squadron, 32 are entitled to wear gold rating badges and hash marks. This, they believe, is some kind of a record.

They're somewhat aggressive about it. They have issued a challenge to any other squadron or comparable group to equal this mark, percentage-wise, or to top the record of 558 cumulative years of service behind them.

(As most Navymen know, a gold insignie represents at least 12 years' service with continuous good conduct.)

★ ★ ★

Did you know that your ship weighs more in the daytime than at night? We can't vouch for the soundness of the theory, but we've been told that the gravity pull of the moon upon the ship is greater than the pull it exerts upon the water. Therefore, the ship's displacement is reduced.

We haven't yet figured out what can be done about it.

★ ★ ★

If you're not yet sufficiently confused, consider this: CDR James D. Wright has relieved CDR Wilson G. Wright III as Operations Officer of USS *Wright* (CVL 49), named in honor of the Wright brothers, Orville and Wilbur.

All right, had enough?

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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Distribution: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NBD" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: WHAT'S COOKING?
RICE — that is A. T. Rice, CS3, USN, shown here with man-sized cooking pats far Navy-sized appetites.



POWER FOR PEACE

ARMED FORCES DAY

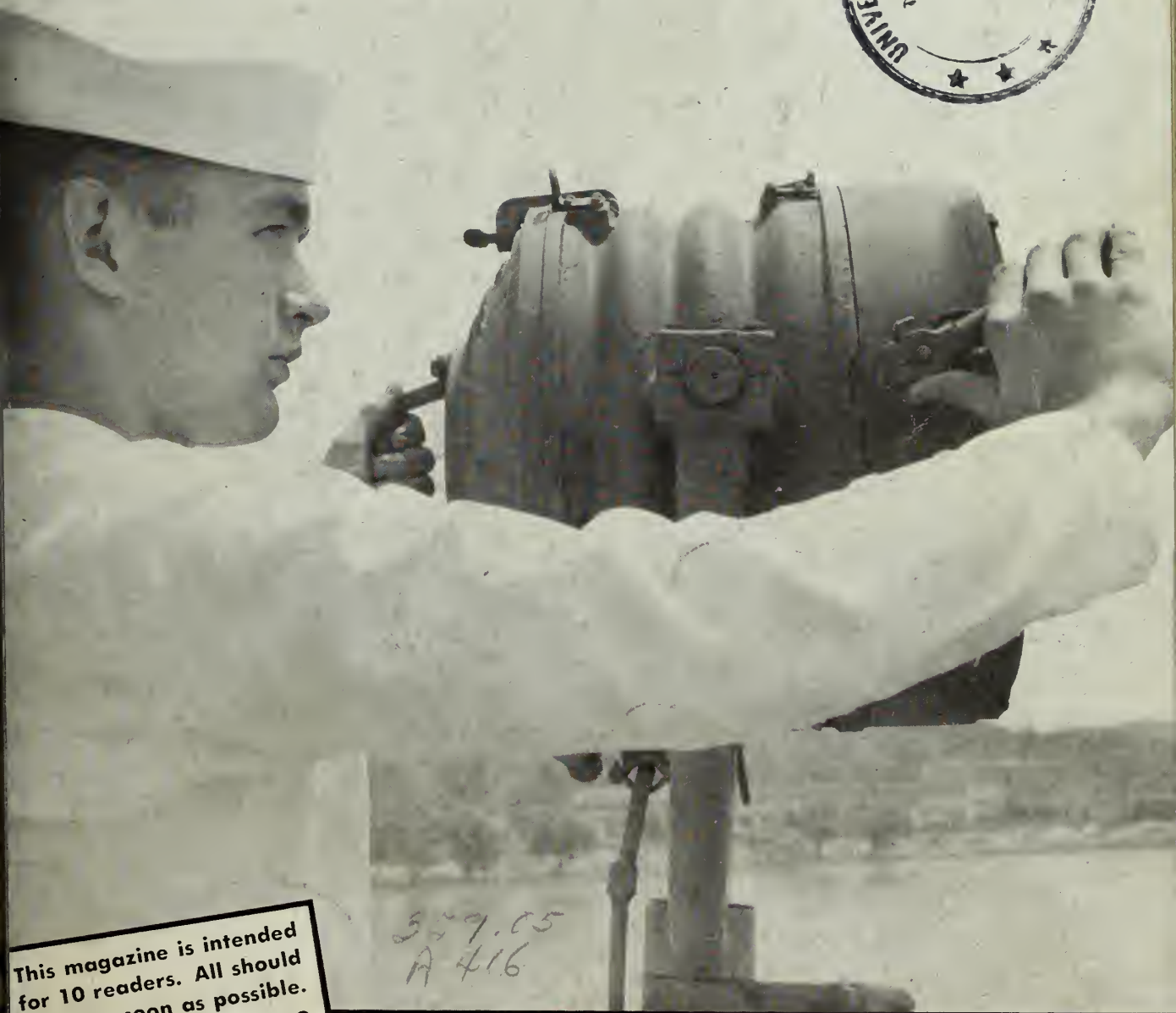
21 MAY



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

~~SOCIAL SCIENCES ROOM~~



329.05
A 416

This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

JUNE 1955



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JUNE 1955

Navpers-0

NUMBER 460

VICE ADMIRAL JAMES L. HOLLOWAY, JR., USN

The Chief of Naval Personnel

REAR ADMIRAL MURR E. ARNOLD, USN

The Deputy Chief of Naval Personnel

COLONEL WM. C. CAPEHART, USMC

Assistant Chief for Morale Services

TABLE OF CONTENTS

	Page
These Fakes Save Lives, Time and Money	2
Bangkok Stopover	7
The Word	8
LantFleet Mine Force Goes into Action	10
Navy Tops Inter-Service Bowlers, Scores Close	
Second in Boxing	12
Plane to Sea EM's Job	18
Roll Out the Air Strip	19
Salty Pin-Ups with Curves—For the	
Nautical Minded	20
Letters to the Editor	22
Special Feature: The Naval Uniform	
Have Bell Bottoms—Will Travel	28
Uniforms of Officers and CPOs Have	
a History Too	30
Naval Uniforms Through the Years	32
Today's Navy	38
News of Other Navies	42
Bulletin Board	
Moving from Your Station? You May Draw	
Dislocation Allowance	44
Choice of Duty Stations Offered on	
Reenlistment	45
Men Are Wanted to Train for Navy's	
Atomic-Power Program	46
Info on Present and Future Advancements ..	48
What You Need to Know and Do to Qualify	
for Advancement	49
Directives in Brief	52
Navy Uniform Changes	55
Legislative Roundup	56
Servicescope: News of Other Services	58
Book Supplement: Training Cruise 1889	59
Taffrail Talk	64

LCDR F. C. Huntley, USNR, Editor

John A. Oudine, Managing Editor

Associate Editors

G. Vern Blasdell, News

David Rosenberg, Art

Elsa Arthur, Research

French Crawford Smith, Reserve

Don Addor, Layout

- FRONT COVER: SIGNALMAN stands by ship's bridge to pass the word on to another vessel with a flash of signal search light.
- AT LEFT: PREPAREDNESS—Men and ships standing ready to serve their country in case of emergency are exemplified by Navymen of Sub Group One, San Diego Pacific Reserve Fleet during inspection, with mothballed ships in background.
- CREDITS: All photographs published in ALL HANDS are official Department of Defense Photos unless otherwise designated.



HEAVENS ABOVE—this device trains Navymen in celestial identification.

BUTTON HOLE, this is OBOE 26—Break — Target number”

This phrase triggers the fire control team on DD 111 into action. The gyro repeaters in Combat Information Center read course 350°. The pit log shows a speed of eight knots.

The naval gunfire spotter ashore has described the assigned target and its location. The target is a gun emplacement that has been harassing our troops.

“Shot!” shouts the radio talker to the spotter as the first round is fired. A few seconds later, when the computer indicates that the shell should be exploding on the target, he calls “Standby!”

A few more tense seconds pass and then comes the spotter’s voice giving instructions for adjusting the gunfire on the target. The teams in plot and

CIC do their work well and after a few more salvos, they receive the awaited words:

“Cease fire, end of target, gun emplacement destroyed.”

★ ★ ★

THIS NAVAL GUNFIRE support mission didn’t take place in Korea. In fact, a shell wasn’t even fired and there were no casualties. It was another training mission completed in the *Supporting Arms Evaluator*.

Although there was no ship underway, no actual target, and no shell expended, the training received by the fire control teams from battleships, cruisers and destroyers is startlingly realistic, thanks to the “SAE” developed by the Special Devices Center, Port Washington, N. Y.

WHAT MAKES THIS SAE trainer so good? Wouldn’t it be much better to

take a ship to sea and actually run a training problem? There are a number of arguments, pro and con, that could be presented. Look at it this way: You just don’t give a man a football uniform and then expect him to know the fundamentals of the game and be able to play a game in cooperation with his teammates. You’ve got to have teamwork. The big job of the SAE is just that: teaching teamwork.

The Supporting Arms Evaluator consists of eight separate rooms. The equipment in use there is familiar to the students because it’s shipboard equipment. In the CIC room, you find, among other things, a Dead Reckoning Tracer, complete with

These Fake

chart, drafting arm, dividers, and other instruments used in navigation.

There are two plotting rooms. Main Plot contains a range keeper Mark 8, a Dead Reckoning Tracer, and sound powered circuits. This room is used by teams from battleships and cruisers. Also in this room is the necessary fire control equipment used by LSMR teams.

The DD 111 in the above “incident” used the 5-inch or Secondary Plot. This is equipped with a computer Mark 1A, identical to the one used with the 5-inch mounts on board ship.

The heart and brain of the SAE is the Problem Control Room. Here the problems are created, presented to the ship’s teams, and their answers resolved by an electronic computer.

If the problem is a joint operation, the Supporting Arms Coordination Center is the headquarters of the Amphibious Command Group during approach and initial landing operations.

In the Fire Support Coordination Center, a position ashore is simulated where artillery, air and naval gunfire are directed by the Fire Support Coordinator.

THE MAP ROOM simulates the “beachhead” or area of operations. Located here are a model of the terrain under attack and observation posts for air and ground spotters. The terrain model is also equipped with automatic star shell simulators and a lighting system which can sim-

ulate all conditions of illumination, from full daylight to total darkness. These effects are remotely controlled from the Problem Room.

Any type of operation must have its vital link—communications. The radio room in the SAE coordinates training problems with actual troops, ships, and aircraft in the field. All types of radio gear associated with amphibious military operations are found in this room.

There are two SAEs in operation in the Navy today. One at the Amphibious Base, Little Creek, Va., and the other at Coronado, Calif.

An officer on the staff of the SAE at Coronado estimated that in the first three months of the SAE there,

plane that is electrically flashed across the screen?

The Navy has had a similar training device for a long time to aid aerial gunners in shooting down enemy aircraft. With the Navy trainer, you don't put a nickel in the slot but you'd better learn the art of hitting flying aircraft. Some day this practice may determine if you eat breakfast the next morning.

This particular training device is known as the *Dual Projection Trainer*. In it, the aerial free gunnery student is faced with the problems of recognition, range estimation, lead and ammunition conservation in the same rapid sequence as would be encountered in actual combat. Not only

and fire control parties to approach and attack enemy vessels.

The Submarine Attack Teacher at New London, Conn., takes up three decks in a building. On the top deck is the "surface" of the ocean. There's an opening in the "ocean surface" through which the periscope rises. There are five "crabs" on the ocean—model cars bearing target ship models which can be maneuvered by an instructor, either in convoy or independently, at speeds up to 50 knots.

On the second deck of the trainer is the conning tower and control room. Here you'll find all the operative equipment normally found in a submarine. On the third deck is the *Askania Diving Trainer*, which can be interconnected with the Attack Teacher in diving operations.

ATTACK CONDITIONS are realistically simulated. The five "crabs" travel on the floor above the submarine to be observed and tracked with periscope, radar or sonar, and attacked with torpedoes. The submarine, under the control of the students in the conning tower, responds normally to the helm. Speed changes and turns are accompanied by normal acceleration and deceleration characteristics.

THERE ARE VARIOUS TYPES of problems that the instructors can throw

Save Lives, Time, Money

approximately 7800 rounds of 5"/38 ammunition and 3000 rockets were "expended" in the trainer by ship's teams. An equal number of rounds fired on the range and with probably less training results, would have cost Uncle Sam an estimated \$700,000. And this price doesn't include the time saved in man-hours plus the savings in fuel and in wear on ships and guns.

ONE OFFICER who went through the course of instruction at SAE between tours of duty as executive officer of two tin cans in Korean waters, stated that this training definitely increased the effectiveness of his ship.

"It gave each man a clear, concise picture, not only of his own job, but of the entire operations, with each man 'learning through doing.'"

"Not only that," he added, "besides the tremendous training received, the entire operation was quite entertaining. All the officers and men of our group could hardly wait to actually run a problem on the SAE trainer."

This training-entertainment combination is quite true of many of the devices designed and developed by the Special Devices Center. Many of the training devices are similar in many respects, although much more complicated, to the gadgets you'll find in a penny arcade.

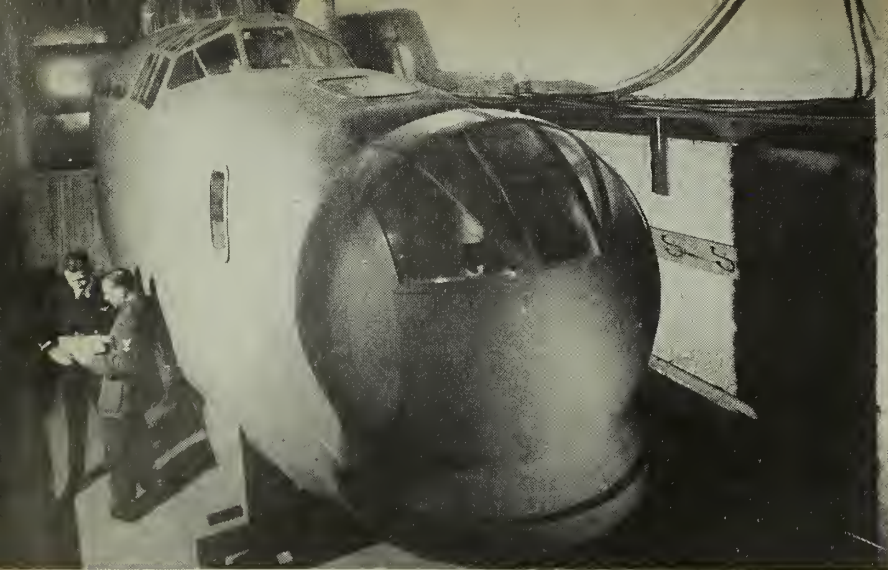
HAVE YOU EVER GONE to a penny arcade, put a nickel in the slot, and tried to "shoot" down the enemy air-

that, there are plenty of sound effects to add to the tenseness and realism of the training. Actually, the student gunner is firing at excitingly real motion pictures of attacking aircraft.

ONE DEVICE THAT you probably won't find duplicated in a penny arcade is the *Submarine Attack Teacher*. This special device is used to teach submarine conning officers

'CRABS' CRAWL ON OCEAN surface of Sub Attack trainer simulating enemy ships to be tracked and sunk by trainees in mock-up of sub in rooms below.





OPERATIONAL FLIGHT TRAINERS duplicate flight problems so realistically that even seasoned pilots have come out perspiring after flight mission.

at the students in the Attack Teacher. Among these are surfaced or submerged attacks on single fast or slow targets; surface or submerged attacks on unescorted convoys or on convoys escorted by one or two destroyers; evasion of anti-submarine vessels, long-range radar tracking and approach; and submerged sonar attacks unaided by periscope observation.

Another vivid example of the help that these various training devices can provide came during the latter part of World War II. Rear Admiral John Gingrich, usn, (then a captain), requested that the Special Devices Center aid in installing simplified operational damage control diagrams on his ship, the *uss Pittsburgh* (CA 72).

THREE-DIMENSIONAL charts were designed and developed by the SDC. The new-type diagrams, easily read

and depicting vividly the location of valves and compartments, were installed in *Pittsburgh*. The pay-off came in June 1945 when *Pittsburgh* lost her bow in a typhoon between Guam and the Philippines. The whole forward part of the ship, 104 feet back from the stem, was torn off in the storm which caused extensive damage among ships of the task force.

Admiral Gingrich later stated that he believed that the 3-D charts provided by the Special Devices Center aided materially in saving his ship and allowing her to limp back to Guam without a loss of life. These charts, or similar ones, are in use by the Fleet today.

But not all training devices supplied by SDC are for the general services. The original Special Devices section was a part of the Bureau of Aeronautics, and during its first

years of operation it was concerned only with the developing of training aids for the Air Navy. The SDC has grown from a desk in BuAer to a branch of the Office of Naval Research, headed by a captain.

Long before the Special Devices Center at Port Washington, N. Y., was established, Commander Luis de Florez, USNR, now a Rear Admiral (ret.), had the idea of synthetic military training. He was convinced that inexperienced young men could be taught to fly, shoot, navigate, bomb and perform other combat duties quickly, safely and economically, through the use of synthetic training equipment or—as he called it “special devices.”

With the coming of World War II, thousands of men, completely inexperienced in the use of equipment and methods of combat, came into the Navy. They had to be trained in the best—and quickest—methods possible. Actual equipment was not available so a substitute had to be made—and the synthetic training aids, or special devices provided the answer.

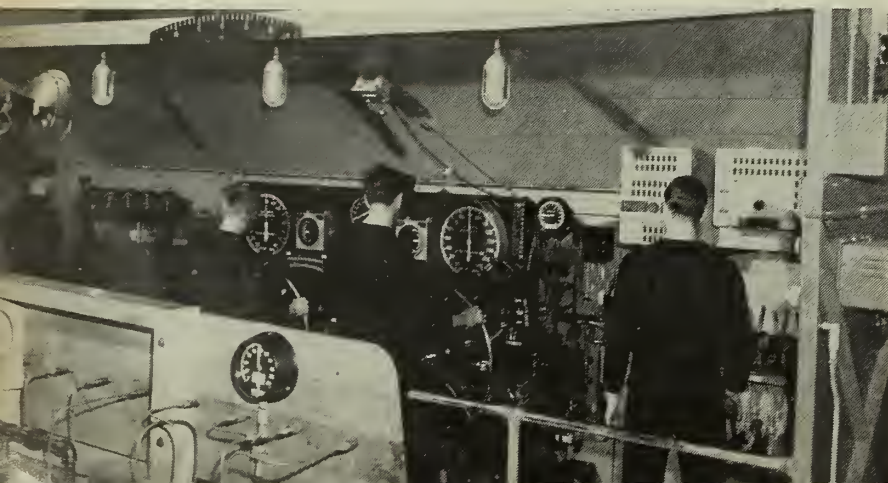
During that time, the Special Devices Center produced some 500 various types of training devices which were used throughout the world, at continental training centers, on ships, and in rear areas of the combat zone.

Today, the various training equipments and techniques developed and produced by the SDC run into the thousands. They are used by the Navy, Marine Corps, Coast Guard, Air Force, Army, National Guard, and by a number of foreign nations aided by the U. S. under the Mutual Defense Assistance Pact. The latter is quite important since most of our allies are using the same type of equipment as U. S. Armed Forces.

THERE ARE LITTLE DEVICES and big devices—small inexpensive teaching aids like the *Pocket Blinker* which fits into the palm of the hand and is used for practice in sending and receiving blinker signals, to huge installations, like the Submarine Attack Teacher, the Supporting Arms Evaluator and the many Operational Flight Trainers which are so valuable in the training of aviation personnel.

The Navy isn't the only service to benefit from the work of the Special Devices Center. Many Navy-developed training devices and aids are now in use by the Army and National Guard. Among these are the *Celestial Identification Trainer*, 3-D

RIG FOR DIVE—Future submariners are taught how to control submarine below the ocean's surface in simulated dives and surfacings on trainer.



Weather Maps, Cargo Handling Demonstrator and Electronics Countermeasures Trainer.

Now, the SDC also designs and develops training devices specifically for use by the Army. Included in this category are the M-47 and M-48 Turret Tank trainers; the "Skysweeper" series of training aids to train crews who will man that powerful piece of antiaircraft equipment; and an automatic remote scoring target which immediately and accurately scores small-arms range practice.

WHERE DO ALL THE IDEAS for all these training aids come from? They are born in the minds of just about everybody. One of your shipmates might possibly have originated an idea for a training aid. Or it could have been a training officer, a field activity, or it might have come from the Special Devices Center itself.

Whatever its source, the idea must first be approved by one of the training agencies, which are the Chief of Naval Personnel, Chief of the Bureau of Medicine and Surgery, Commandant Marine Corps, Deputy CNO for Air and Deputy CNO for Operations. If an idea has merit and its development will aid military training, then the Special Devices Center, at the request of a training agency, initiates development.

The main departments of the Special Devices Center are the Engineering Research and Development, Military Requirements and Field Services. The largest of the three is the Engineering Research and Development Department, where most of the training hardware is developed.

The Military Requirements Department has the job of following the latest developments in science, industry and research as they pertain to operational gear that could be used as a training aid.

The Field Services Department are the "trouble shooters" of the SDC. They set up devices in the field, service them, and see that the devices operate properly.

PUT INTO A NUTSHELL, the Port Washington, N. Y., Special Devices Center is constantly checking on the training devices now in use, looking in all directions for new ideas, and designing and developing new and better training devices.

One of the outstanding accomplishments of SDC in recent months has been the completion of Project Typhoon and Project Cyclone. Project Typhoon is one of the largest and



DUAL PROJECTION TRAINER for aerial gunners reminds one of penny arcade game but realistic sound effects and devices simulate combat conditions.

most accurate electronic analog computers ever built. This mechanical brain is being used to evaluate the performance of guided missiles—before the missiles are built!

Project Cyclone is another type electronic brain which test-fires guided missiles before they are built. Guided missiles, which cost as much as \$100,000 apiece to build, are thus evaluated and test fired by these two machines at a fraction of what it would otherwise cost.

THE SPECIAL DEVICES CENTER, as a rule, designs training aids to simulate the operation and control of airplanes, ships, weapons and other gear, to teach personnel how to operate gear already built or being built. But Cyclone and Typhoon were conceived to teach men how guided missiles would behave, as well as how to operate them, *before* they are built.

Although it would be quite impractical to list here all the different special devices, here are a few that might be a cross-section of these devices:

• **Polar Navigation Trainer**—This is a modified version of the Celestial Navigation Trainer which SDC developed. In this trainer, flights can be made in any direction, at any geographic position in the northern hemisphere above 35° North Latitude. Patrol plane crews can fly simulated operations above the Arctic Circle. True air speed up to 1000 knots and wind speed of 250 knots can be simulated. Crews of this trainer can take their aircraft to a simu-

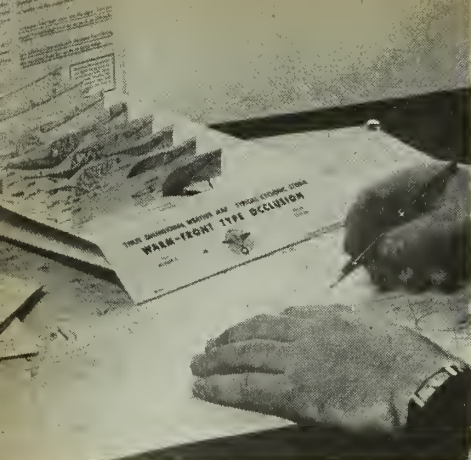
lated altitude of 100,000 feet.

• **Operational Flight Trainers**—These trainers simulate the latest design features, equipment and flight characteristics of various types of Navy aircraft. There are both stationary and mobile OFTs.

One of the latest to be designed is the F4D *Skyray* Mobile Operational Flight Trainer. This self-contained, air conditioned trainer, installed in a

CHIEF DEMONSTRATES how Navy uses special devices to teach principles of block and tackle to sailors.





3-D WEATHER CHARTS developed at center give pilots and weathermen a clear weather picture up to 25,000 ft.



MIDGET TRAINER, fitting the pocket, aids bluejackets learning searchlight signaling. Code is printed on its back.

trainer, provides advanced training for pilots preparing to fly the *Skyray*. Other OFTs have been developed to simulate the F3D-2 *Skynight*, F3H-1N *Demon*, and the F9F-9 *Tiger*.

Flights in the Operational Flight Trainers demand all the precautions and skills of flight in the operational aircraft. In the cockpit of the OFT, the pilot prepares for the training flight just as he would in the actual airplane. He checks his controls, sets his instruments and prepares to "fire up" his engines. The starting sequence of the plane is paralleled electronically in the trainer, even to the actual sounds.

Throughout the entire flight the pilot finds a close parallel between the trainer and actual plane. He learns how to take off, stay in the air, cope with countless emergencies, and land—without once leaving the safety of his earthbound cockpit. He also learns that even the trainer will not run without "fuel."

With a flip of a switch, the OFT instructor can start a fire, break fuel lines, ice the wings, lock the controls, jam the radio and foul the landing gear. The situations that can be presented are so realistic, that even seasoned pilots have been known to crawl out of the cockpit of an OFT, after flying a simulated mission, perspiring and quite "shook."

Another big advantage of the OFT is that the instructor can "freeze" a problem where the student is making a big mistake. The student's errors causing the trouble can be pointed out to him and corrected while they are still fresh in his mind. When the difficulties have been ironed out, the instructor flicks the switch and the training sequence is resumed.

• *Maneuvering Tactics Trainer*—This trainer, located at the General Line School, Newport, R. I., provides realistic drill and practice in tactical maneuvering problems that involve surface craft, airplanes and torpedoes. Each of sixteen projectors throws a circular image which simulates a ship or plane on a 16x16 foot screen that represents an area 96 nautical miles square.

A pip on the image shows the heading and is also used as a range and bearing line during rangefinding operations. Ship speeds from zero to 35 knots and aircraft speeds from zero to 600 knots can be simulated during a problem.

• *Propulsion Demonstrators*—These elementary devices help classroom demonstration of the basic principles of the various propulsion systems used in the guided missile field. The device consists of three-dimensional plastic mockups with portions of the simulated outer casings removed to show essential details of construction and principles of operation.

• *Radial Engine Demonstrator*—This device, a cross section representation of a nine-cylinder radial aircraft engine, is used to demonstrate the four-cycle sequence of operation. The crankshaft, piston rods, pistons and valves are operated by turning a crank on the face of the device. Such things as valve lap, valve lag, and piston position are shown during the various stages of the firing cycle.

• *Battleship Mooring Mockup*—This is a wooden mockup of an Iowa class battleship bow about eight feet long. This device helps the instructor familiarize large groups of students with forecastle nomenclature and

procedures for anchoring, mooring, towing and the handling of ground tackle. All gear used in mooring in a stream or tying up alongside a dock is included and operable.

• *Cargo Handling Demonstrator*—Officers and enlisted men learn the principles and procedures of cargo handling and stowage, the rigging of cargo booms and other related gear with the aid of this device. It is a model of the Number 3 hatch of a composite Liberty-Victory ship and has removable hatch covers, operating booms and winches.

• *Damage Control Shoring Kit*—This kit is used to train personnel in methods of damage control aboard ship by means of wooden shoring. The device consists of five wooden boxes, open on one side, which represent ship's compartments. Watertight doors, overhead beams, columns, combing and other structural members used in the erection of shoring are built into the boxes. Shoring techniques are demonstrated by using pre-cut wood sticks.

• In addition to the various training devices developed by the Special Devices, motion pictures, strip films and "Automatic Rater Cards," which have questions and answers on military subjects, are produced by the Visual Design Branch of SDC.

The Graphics Art Section of SDC develops the two-dimensional training aids—charts and posters. You've more than likely received some of your Navy training by the use of these charts and posters. Among the many charts that have been developed are Star Identification Chart, Polar Navigation Diagrams, Gunnery Posters, cutaway views of machinery and guns, and Seamanship posters.

The Special Devices Center has played a role in the training of just about every man in the Navy—from Admiral Arthur W. Radford, usn, on down to the newest recruit. From recruit training to Class "A" Schools to the General Line School, training aids and devices designed and developed by SDC are used.

But unlike the training teams on the Supporting Arms Evaluator, the officers and men of the Port Washington, N. Y., Special Devices Center will never hear the words "Cease fire, mission accomplished." There will always be something new for us to learn and special devices will make our learning more thorough, quicker, safer, and more economical.

—Rudy C. Garcia, JO1, usn.



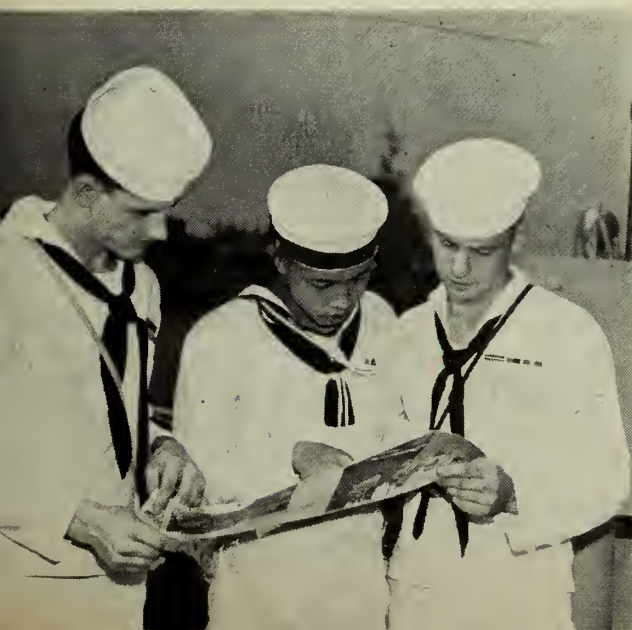
Bangkok Stopover

ON HER LATEST tour in the Far East, *uss Essex* (CVA 9), dropped anchor in the Gulf of Thailand and the liberty launch headed for the country's capital, Bangkok.

Whitehats from *Essex* were greeted by Thai sailors who gave them pointers and escorted them to the interesting sights of this picturesque city, often called the "Venice of Asia" because of the sprawling network of canals that stem from the Menam river.

During tours over the many modern bridges and along Westernized streets, with street cars, autos, and electricity, sailors of the "Land of the Free," for that is what *Muang Thai* or Thailand means, pointed out the 400 strangely contrasting gilded Buddhist temples and parks. Huge statues made of porcelain-covered bricks gazed down at the *Essex* crewmen as reminders of the days of the Kingdom of Siam whose history goes back to the Fifth Century, B.C.

Upper right: Oriental buildings "catch the eye" of *Essex* sailors touring the parks of the Grand Palace. *Upper left:* Modern building of Amporn Garden is snapped by Navyman. *Right:* *Essex* crewman looks over the souvenir situation. *Lower right:* Lacy spire of Vat Arum stops Navy photogs. *Lower left:* Thai sailor gives Lewis C. McAteer, ADAN, USN, (left) and Robert P. Roode, AA, USN, the word on what to see and do.



THE WORD

Frank, Authentic Advance Information On Policy--Straight From Headquarters

• **CORPUS CHRISTI HOUSING** — If you receive orders for the Corpus Christi, Texas, area, you'll find the housing prospects are considered good by those who know the situation. There are three housing projects, two on the air station and one that is located about four miles off the station. Navymen find that at these projects there is little or no waiting for one-, two- or three-bedroom units.

The housing situation in the city is also adequate, either for rental or purchase.

However, furnished houses are not plentiful. The price for renting this type of housing is comparable to that of most civilian housing.

• **DUTY ON BOARD FORRESTAL** — Reenlistees stand a good chance of drawing duty on board the new carrier *uss Forrestal* (CVA 59) under the choice of duty privileges set forth in BuPers Inst. 1306.25A of 3 Mar 1955.

This instruction applies, with certain exceptions, to Regular Navy enlisted personnel who reenlist under continuous service; to enlisted members of the Naval Reserve who, while on active duty, enlist or reenlist in the Regular Navy; and to enlisted members of the Naval Reserve and Fleet

Reserve who have been on continuous active duty for general assignment for a minimum period of four years and who agree to remain on active duty for general assignment for an additional three or more years.

In manning *Forrestal*, priority consideration will be given to personnel reenlisting for the Atlantic Fleet with the carrier as their first choice of duty. Such assignment is highly probable for men reenlisting in the near future providing their rates are included in the ship's allowance. However, no guarantee can be made.

• **EM SUB TRAINING** — If you are a machinist's mate in one of the pay grades E-4 through E-6 and exceptionally well qualified, you may possibly be accepted for submarine school and eventual selection in the Nuclear Powered Submarine Training Program. However, it is emphasized in BuPers Inst. 1540.2A that acceptance for initial submarine training and duty does not assure selection. (See also p. 46).

In addition, requests for sub training and duty in conventional powered subs by enlisted personnel are also being accepted at the Naval Submarine School, New London, Conn. Those with the following rates and ratings are eligible:

QM, GM, FT, RM, RD, SO, EN, TM, ET, EM, IC, YN, CS, SD in pay grades E-4, E-5 and E-6 and identified strikers of these ratings.

HM in grades E-5, E-6 and E-7.

SN, SA, FN, FA, TN, and TA.

MM in pay grades E-4, E-5 and E-6 and identified strikers.

Requests should be forwarded to the Chief of Naval Personnel (Attn: Pers B233a) via your CO.

To be eligible, you must: have 24 months' obligated service commencing with the convening date of the class to which you are ordered; be a volunteer for sea duty in submarines; have a minimum combined ARI and MAT or ARI and MECH score of 100 (waivers of more than five points are not, as a rule, granted, and one to five point waivers are granted only if your GCT is 55 or above); be physically qualified for submarine duty as described in the *BuMed Manual*; and have demonstrated evidence of emotional and mental stability and maturity.

Age limits have not been established, since it is felt that age often does not accurately measure a man's stamina and flexibility.

You are ineligible if: You are in a transient status, or; you are attending a naval school (except if attending class "A" or "P" school and are of one of the ratings listed above).

With the exception of submarine school candidates ordered directly from recruit training, it is preferred that you serve in your present type duty, whether sea or shore, for at least one year before being ordered to submarine school.

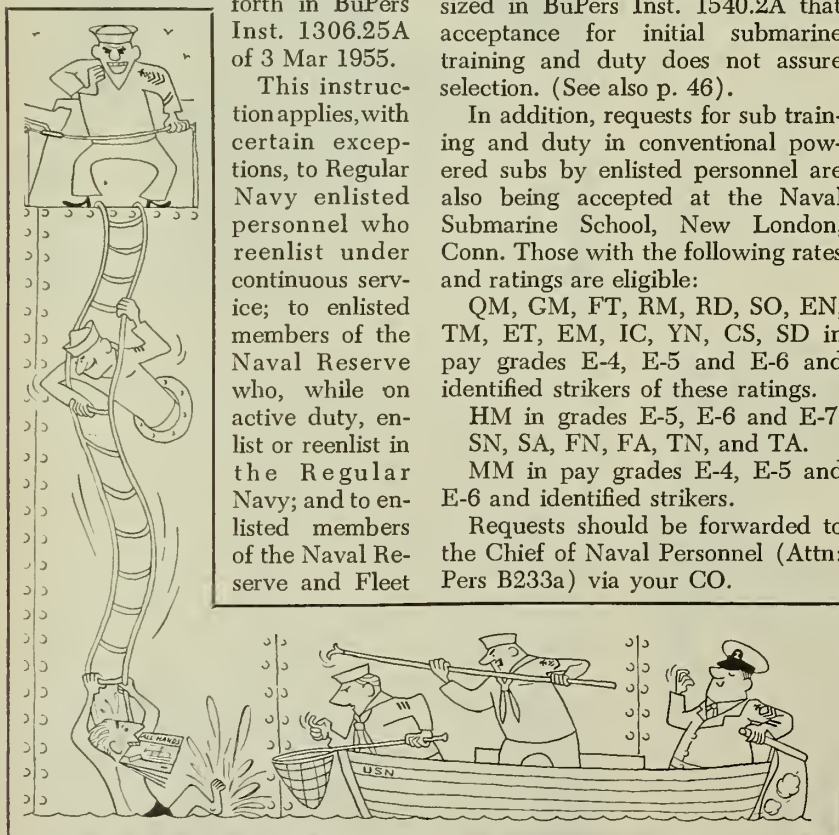
If you have been separated from the submarine service and have the designator (SS), you may request return to sub duty if qualified.

Graduates may expect assignment to duty on board submarines in commission or under construction.

• **BASEBALL** — If you're going to be in the New York City area any time this summer, you should plan on seeing some major league baseball games. The privilege to servicemen to see these games has once again been extended by the three major league clubs in New York. And it won't cost you a cent, either.

All servicemen and women in uniform may attend any home game of the New York Giants, Brooklyn Dodgers and New York Yankees. It is necessary that you be in uniform. In case of sellouts, you will be admitted on a first come, first served basis.

Here's how you get in: At Yankee Stadium, the serviceman's gate is at 157th St. and River Ave. Down the street at the Polo Grounds, you can get in to see the Giant games through the gate at 159th St. and 8th Ave. At Brooklyn's Ebbets Field, you can get in through the press gate located at McKeever Place.



YOU WON'T GET AWAY with it! ALL HANDS is for 10 men. Pass it along!

It May Not Be a Record —But It's Still Good

The men of Air Anti-Submarine Squadron 27 believe they may have set some kind of record when the squadron commanding officer presented 30 Good Conduct awards to men in the unit.

This ceremony brought to a total of 44 the number of Good Conduct medals that have been presented to men in the squadron since 1 January of this year. Altogether, these awards total 132 years of good conduct.

[What constitutes a "record?" In the December 1954 issue of ALL HANDS, for example, USS *Cobbler* (SS 344) claims 17 Good Conduct medals for its crew, and in the July 1954 issue, we tell of 100 crew members of USS *Columbus* (CA 74) receiving the Good Conduct medal. It would seem that claims of a "record" of this nature would have to be established on a percentage basis.—ED.]

• ENLISTED PILOT'S COMMISSION—

Temporary appointments or reappointments as ensigns, LTJGs, and lieutenants will be issued to 321 enlisted aviation pilots.

Of the 321 selected, 226 will be commissioned ensigns, 68 will be commissioned LTJGs, and 27 will be commissioned lieutenants. Those selected for temporary appointment to LTJG and LT have previously served in the grade for which selected and many of those selected for grade have previously served in that grade.

The appointments will be issued in July with the date of rank about 2 Jul 1955. They will become effective when administrative requirements have been met and personnel have been determined physically qualified.

• **2484 NEW CPOs**—As a result of the February 1955 examinations, 2427 enlisted personnel will be advanced to the grade of chief petty officer. These promotions take place in five increments that began 16 May 1955 and will end 16 Jan 1956, with two months between each increment.

In addition, 57 men in 17 ratings for which no examinations were given this past February were advanced to CPO from the waiting list resulting

from the February 1954 tests. They were advanced 16 May in the first increment which included a total of 535.

In the second increment, to be advanced 16 July, there are 492; the 16 September group totals 4991; the 16 November increment totals 479 and the last group, to be promoted 16 Jan 1956 totals 487.

• **NEW YEOMAN SCHOOL**—The first Class B Yeoman School to be located at the U. S. Naval Training Center, Bainbridge, Md., has been established. The advanced school which prepares Navy and Marine personnel for advancement to the top two yeoman pay grades, offers a highly concentrated course of stenographic instruction with special emphasis placed on the Uniform Code of Military Justice.

For the past three years, the Yeoman "B" School has been located at the Naval Air Station, Norfolk, Va. However, the Norfolk school is slated to be disestablished the 10th of June.

• DESIGNATING A BENEFICIARY—

Failure on your part to designate a specific beneficiary on your *Record of Emergency Data* (DD Form 93) could result in improper disposition of your Servicemen's Indemnity in the event of death.

Through past experience the Veterans Administration has found that in the absence of a specific beneficiary, the indemnity sometimes goes to persons whom it is apparent the serviceman would not have wished to receive the benefit. For example, a man whose parents are dead, and who is separated from his wife might wish that in the event of his death, his indemnity would go to his sister. However, unless he specifically designates his sister as his beneficiary his indemnity would go to his wife.

To remedy this situation it is now compulsory for the Navyman completing a DD Form 93 to state specifically the name and relationship of the beneficiary. An entry of "No designation" under Item 21 of the *Record of Emergency Data* may no longer be used.

Navyman who have recently executed a DD Form 93 with a "No designation" on it, do not have to change it now. However, any future change of status that requires a new "93" means that you must name a beneficiary.

QUIZ AWEIGH

You're probably pretty sharp at recognizing the different enlisted rating insignia, but how well can you recognize the various Carps devices? Seems that an every examination for advancement in rating, there is always one or more of these devices to identify. Most everyone can recognize the star for line officers, the cross for Christian chaplains and the Tablet of Law and Star of David for Jewish chaplains. But how about these devices?



1. An officer wearing this device is in the (a) Supply Corps (b) Medical Corps (c) Dental Corps.

2. If you were asked to describe this device, which term would you choose? (a) a spread maple leaf embroidered in gold (b) a spread oak leaf embroidered in gold (c) a spread oak leaf embroidered in gold surcharged with a silver acorn.



3. If you answered the above correctly, you'll recognize this device as belonging to a naval officer in the (a) Medical Service Corps (b) Medical Corps (c) Nurse Corps.

4. The above corps device, like all the others, is customarily worn (a) on shoulder boards (b) on sleeves of blue and white uniforms (c) on sleeves of all uniforms.



5. The corps device pictured above belongs to an officer in the (a) Dental Corps (b) Supply Corps (c) Civil Engineer Corps.

6. This device is worn by (a) women officers only (b) men officers only (c) both men and women officers.

(Answers will be found on page 55.)

LantFleet Mine Force Goes

IT WILL BE A LONG TIME before the waters off Cape Romain, S. C., regain the poise and majesty befitting a sizeable chunk of the Atlantic Ocean. They've recently gone through a shattering experience in the form of Operation LANTMINEX, the Navy's most intensive post-war mine warfare exercise.

An aggregation of approximately 50 vessels, including minelayers, mine sweepers, submarines, LSTs, net tenders and repair ships, as well as helicopters, patrol, attack, photo and service squadrons, after doing their worst to their hypothetical enemy, have departed, leaving Cape Romain to pull itself together as best it can.

The larger part of the Atlantic Fleet Mine Force, under command of RADM Harry Sanders, USN, is now back in its home port of Charleston, S. C., comparing notes and evaluating the work done.

It all started back in March, when a task group known as the DEFENDERS departed Charleston and established a "channel" ten miles long, off Cape Romain.

Buoys marking the channel were laid and contact mines were planted by the destroyer mine layers *uss Shannon* (DM 25) and *Harry F. Bauer* (DM 26) operating with the DEFENDER force. Two aircraft squadrons of FAirWing 11, Jacksonville, Fla., laid nearly 80 per cent of the

mines used during the operation.

In this mock war game, the opposing force, AGGRESSORS, attempted to travel the mined channel to carry out attacks on enemy shipping. During the second phase of the exercise, it was up to this force to clear the channel to gain access to open sea.

Units of both forces suffering "casualties" were divided into three groups: those "sunk," those suffering "heavy damage," and those sustaining "light damage."

A ship judged as sunk must leave the area for 12 hours, and it could then rejoin the group as a new ship. Vessels heavily damaged were also required to leave the formation for 12 hours, but could return as a ship fresh out of yard overhaul. Light damage required only that a unit withdraw for two hours, at which time they could resume operations.

Mines used in the exercise did not carry explosives, but released marker flares when set off. To distinguish different types of mines, various colored signals were used.

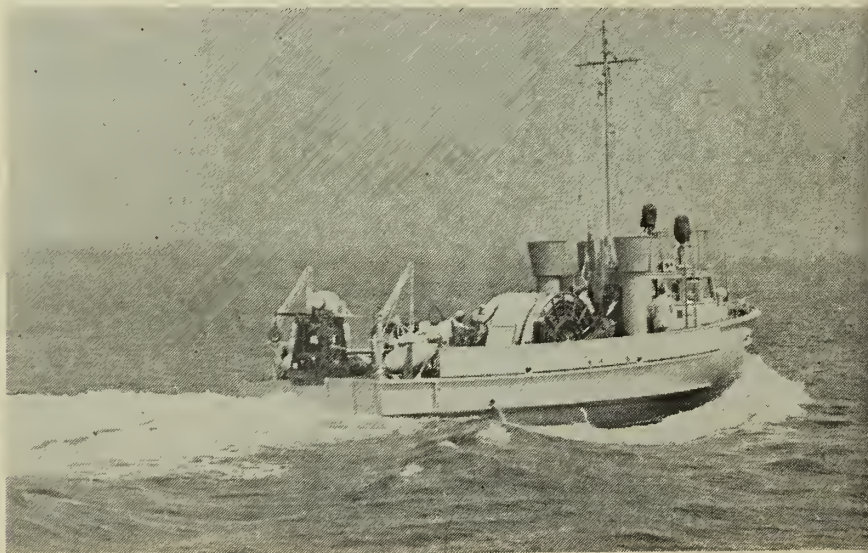
Each mine was equipped with a brightly colored float which, at the end of a pre-determined period, was automatically released to rise to the surface. These floats were readily spotted from three recovery vessels, net tenders *uss Yazoo* (AN 92), *Tunxis* (AN 90) and *Warsaw* (AN 91).

Six of the Navy's newest wooden hull mine sweepers, *uss Aggressive*

'MIGHTY MIDGET' MSBs, skippered by CPOs, proved their worth in spite of rough waters of Cape Romain, S. C., during mine exercises of Atlantic Fleet.



THIS ENEMY MINE was taken from Wonsan harbor. Captured mines help determine future sweeping methods.



nto Action

(MSO 422), *Bold* (MSO 424), *Bulwark* (MSO 425), *Dominant* (MSO 431), *Detector* (MSO 429) and *Exploit* (MSO 440) engaged in all types of mine sweeping.

These new ships represent a drastic change in the design of modern vessels, as the Mine Force returns from iron ships to wooden ships manned by iron men.

In answer to the increased sensitivity of modern mines, the Navy has produced the non-magnetic mine sweepers (see February 1954 issue of *ALL HANDS* for details) such as those operating with LANTMINEX.

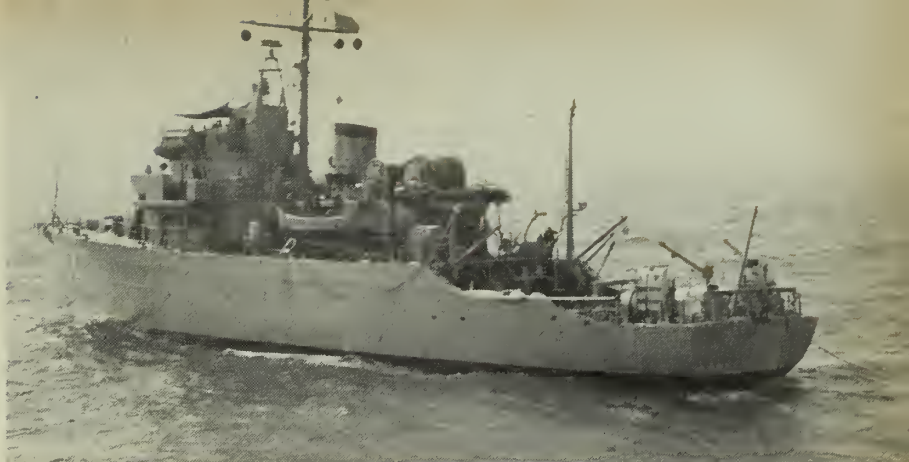
Of laminated wood construction, these ships are a far cry from the earlier wooden ships. These new minesweepers are a welcome addition to the Navy and represent a big step in meeting the threat of large scale enemy mining activities.

In addition, eight of the Navy's latest "mighty midget" mine sweeping boats, skippered by CPOs, proved their worth in spite of rough waters off Cape Romain. They were: *MSB-11*, under A. H. Tipton, BMC, USN; *MSB-25*, under C. B. McAfoos, QMC, USN; *MSB-28*, T. S. Elliot, BMC USN; *MSB-35*, L. N. Blodgett, QMC, USN; *MSB-36*, K. A. Stephens, BMC, USN; *MSB-37*, F. J. Rathsam, BMC, USN; *MSB-42*, J. M. Butts, QMC, USN; and *MSB-43*, with J. W. Kocur, QMC, USN, in charge.

Five submarines, the snorkel type *uss Amberjack* (SS 522), *Chivo* (SS 341), *Batfish* (SS 310), and two of the Navy's smallest subs, *SST-1* and *SST-2* also participated.

Two net tenders *uss Tunxis* (AN 90) and *Yazoo* (AN 92) planted marker buoys showing the channel limits, while a mine hunting unit with *uss Oriole* (MHC 33) and *Harkness* (MHC 12) conducted the search for and location of the mine fields.

Although continuously at sea during the entire exercise which began on 7 March and ended 4 April, crewmen of the units enjoyed most of the conveniences of modern living ashore. Daily mail service by helicopter kept them in touch with families at home, Charleston papers were delivered daily, and current movie films were shown. Medical facilities were provided by Atlantic Fleet Mine Force doctors assigned to the task groups and spiritual welfare and guidance needs of the personnel were



USS AGGRESSIVE (MSO 422), one of six of the Navy's newest wooden hull mine sweepers to participate in mine war game, makes passage through Cape.

handled by chaplains from the Minecraft Base who travelled by small boat from ship to ship, conducting service during the Lenten season.

Other vessels which took part in the exercise included: destroyer mine sweepers *uss Gherardi* (DMS 30), and *Fitch* (DMS 25); the coastal mine sweepers *uss Goldfinch* (MSO(O) 12), *Grackle* (MSC(O) 13), *Grosbeak* (MSC(O) 14), *Grouse* (MSC(O) 15), *Lorikeet* (MSC(O) 49), *Robin* (MSC(O) 53) and *Turkey* (MSC(O) 56). Auxiliaries included the repair ship *uss Minotaur* (ARL 15) and three teams of "Disposaleers" from Explosive Ordnance Disposal Unit Two; *LST 1069* and *LST 209*, which served as helicopter ports for Groups 80 and 81 of HU-2, Lakehurst, N. J.



LST-BASED COPTERS performed many duties from mine spotting to mail delivery during extensive maneuvers. Above: Plane releases aerial mine into water.



Navy Tops Inter-Service Bowlers, Score

NAVY'S POWERFUL BOWLING team added the 1955 Inter-Service Bowling Championship to the Sea Service's string of titles, missing only one first place bowling title in the tournament held at NTC Great Lakes, Ill. Besides the team title, the Navy keggers took the singles championship, first and second place in the All-Events, and second and third place in the doubles event.

Led by Nick Nicholson, SO1, USN, of the Fleet Sonar School, Key West, Fla., and James St. John, AL3, USN, of NAS Moffett Field, the Navy timber tumbler racked up a total pinfall of 8397 during the two-night tournament. The Air Force team was second, 100 pins back, while Army finished third and the Marines fourth.

In the first night of Inter-Service competition, the doubles and singles events were held, with each bowler rolling six games. In the first game of the doubles, Lloyd James, AM3, USN, of NAS Oceana, Va., and James St. John, posted scores of 221 and 215, respectively, but were overtaken by the Air Force duo of John Neff and Don Little in the final two games.

James' and St. John's total of 1137 was good for second place. George Betts, YN1, USN, of the Naval Photo Center, NAS Anacostia, D. C., and

Nick Nicholson, SO1, USN, held down third position for Navy with a 1131.

Nick Nicholson's 247 game in the doubles was the high game of the tournament, with Bob Strampe of the Air Force taking second. Louis St. Sauver, AD1, USNR, of NAS Minneapolis, Minn., was third with 232.

James St. John won the singles title for the Navy, as he rolled a soaring 621 series. He registered scores of 196, 188 and 237 in gaining his championship for Navy. PFC Don Zak, of Army, was second with a 615 series.

In the All Events, the Air Force held a commanding 28-pin lead, combining their singles and doubles to give them 6611 sticks, while Army was second with 6594 pins, followed by Navy with 6583 and Marines with 6399.

Navy was 39 pins down going into the first games of the team events. The sailors came through with blistering series of 1110 and 1111 to overcome the Air Force margin and take a 17-pin lead. This margin was too much for the Airmen, although the flyboys did rally on a 1095 series to pick up six pins on the sailors.

Navy's Louie St. Sauver scored high series in the team events as he keged games of 232, 214 and 198.

Three Navy bowlers finished

among the top five in individual standings, with an Airman and one Army man rounding out the group. Sailor Nick Nicholson was first with a total pinfall of 1742 for a 193 average. James St. John was second on a 192 average and a total pinfall of 1736. Dick Hoover of Army was third and John Neff of Air Force was fourth. Rounding out the quintet was Navy's Louie St. Sauver, with a 1720 total and a 191 average.

Also playing a big role in Navy's victory were Lloyd James, AM3, USN, of NAS Oceana, Va., with a 1631 total; Joseph Makowski, CS3, (SS), USN, of USS *Manta* (AGSS 299), with 1568; and George Betts, YN1, USN with a 1496.

The six-man Navy team in the Inter-Service was selected from the bowlers with the highest total pinfall in the All-Navy championships. The All-Navy tournament had been held a week earlier on the same alleys.

Lloyd James rolled a five game series of 963 and finished the eight-game All-Navy tourney with a 1544 to head one of the finest arrays of Navy bowling talent ever assembled. James St. John, the only member of the Western team to make the All-Navy squad, posted a 1518 total pinfall and placed second. He also took the high game honors in the All-Navy with a 247 game.

Lou St. Sauver won the All-Navy singles championship with a 590 series and also finished third in total pinfall with 1515 score. Joseph Makowski, CS3, USN, was fourth on his 1477 total pinfall. George Betts of Naval Photo Center was fifth with a 1417 total and Nick Nicholson, SO1, USN, was sixth on the list with a 1401 total pinfall.

In the five-game competition, St. John won high honors as he rolled 1025 for an outstanding 205 average. Joe Makowski was second as he tumbled 967 pins for a 193 average while Lloyd James finished third with a 963 and a 192 average.

The other four bowlers in the All-Navy were, in the order they finished: Chief Electrician M. Fazio, USN, of ComEleven (1383); C. M. Hippensteel, EM3, USN, ComTwelve (1371); R. Hillebrand, SN, USN, of Atsugi Naval Air Station, Japan, (1361); and Chief Machinist M. Schreck, USN, of the Naval Air Facility, Oppama, Japan, (1359).



Close Second in Boxing

NAVY BOXERS CAME OUT of almost nowhere to capture four weight titles and come within one point of winning the 1955 Inter-Service boxing championships, held this year at Oakland, Calif., Army Base. Army, which took three weight titles to Navy's four, squeezed into first place on a point basis, 30 to 29. Spearheaded by eight Atlantic Fleet battlers, the sea-going leatherpushers had been delegated to fourth place by pre-fight prognosticators.

The Air Force team, with five defending champions, had been tabbed as the favorites with most of their troubles expected from Army and Marine Corps fighters. No one, except the sailors, gave the Navy much of a chance.

The sailor-sluggers made their intentions well understood on opening night when seven of the 10 fighters came through with sparkling victories. But what really amazed the crowd, and the other teams, was the top physical condition, eagerness, morale and ability of the sailors in the championship battles.

After the first three championship bouts, the Navy was trailing and their only defending champion, Cliff Eskridge, SN, USN, had suffered defeat by unanimous decision to the Army's Heiji Shimabukuro.

Cliff had won the first and third rounds, but two knockdowns in the second round had swung the judges' votes to the hard-hitting Hawaii-born fighter.

But in the fourth fight of the night, for the lightweight championship of the Armed Forces, Navy's Eugene Toran, SN, USN, came up against defending champion Jim Hornsby, Air Force. This fight set the pace for the following three fights, with Navy battlers coming through each time.

Toran kept Hornsby off balance throughout the fight, raining blows from all directions and never letting the former champion get set. Early in the first round, a crushing right to the chin by Toran sent Hornsby's mouthpiece flying. Later in the round, Hornsby staggered Toran, the only time the Navyman was in trouble, but Toran was able to hang on until the bell.

The final two rounds were all Toran's as he bulled his way past Hornsby's outstretched left hand,

moving inside to score effectively with a double left jab to the body and an overhand right to the head.

In the third, Toran again sent Hornsby's mouthpiece flying with a right hook as the confused Hornsby was unable to cope with the unorthodox tactics of the victory-minded Toran. The battling sailor from the carrier *uss Saipan* (CVL 48) was awarded a unanimous decision for Navy's first "upset" victory of the night.

Frank Medley, SN, USN, of *uss Douglas H. Fox* (DD 779), came through for Navy's second championship as he pounded out a well-deserved unanimous decision over defending champion Willie Morton of the Air Force.

The two light welterweights began sharpshooting early in the first round, but Medley presented a constantly moving target to the dead-panned Air Force boxer.

The classy Navy fighter had control of the fight from beginning to end and was never in any serious trouble. He would stick and move, stick and move. Then when Morton would try to close in, he'd be greeted



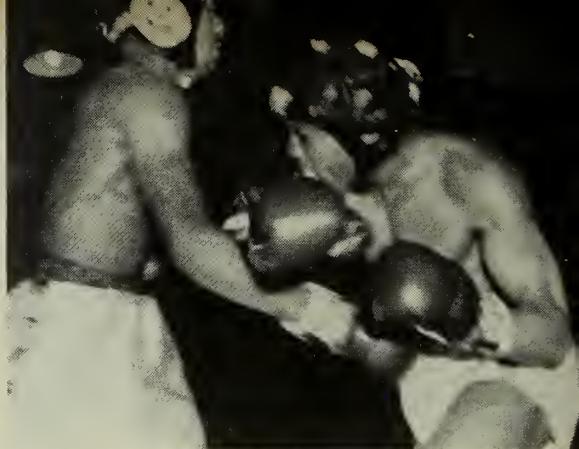
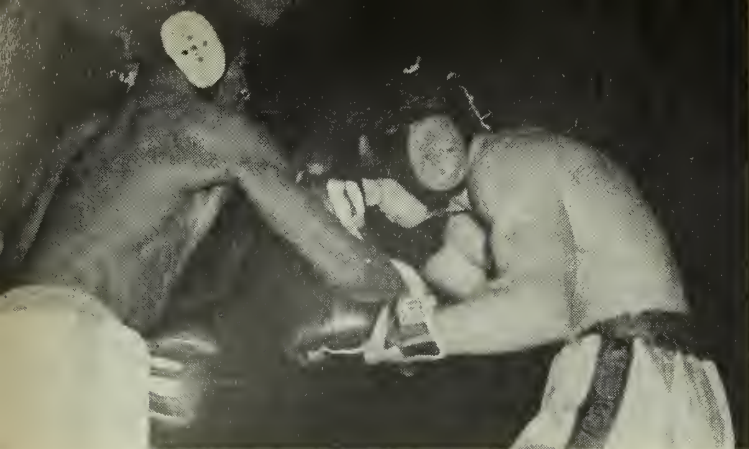
INTER-SERVICE Middleweight Champ, Rudy Sawyer, USN, (rt.), won decision over Army's Willie Russell.

with Medley's power-laden right.

Morton knew that he'd lost the first two rounds to the tough Navyman and tried to open up in the third. Medley, not one to back away from a punch, moved in as eagerly

'HEADS ROLLED,' in season's tournaments leading to inter-service victory. Here, (l. to rt.) L. Leitzell, *USS Essex*, and R. Lanham, Guam, fight in West Pacific finals.





WELTERWEIGHT winner Barrett (left) moves in on Army's Lane. Lightweight Toran, (left) upsets AF ex-champ Hornsby.

and cornered Morton. In a vicious exchange that had the 3300 spectators on their feet, Medley came out none the worse for wear and it was quite evident that the steam was now out of Morton's punches. Medley, who is a combination boxer-slugger, outslugged the airman as he went on to win the light welterweight title.

At intermission time, at the end of five bouts, Navy boxers had been in three scraps and had come through with flying colors in two. Not bad for a team that no one had suspected even had a chance.

Larry Barrett, SN, USN, of USS *Coates* (DE 685), and the Army's Pearce Lane opened activities after intermission.

Lane was former NCAA welterweight champion from Michigan State. Barrett probably didn't realize this, or else wasn't impressed, as he outboxed the cagy Lane and won the title on a split decision.

Lane might have had a slight advantage with his heavier punch but Barrett was able to overcome this by keeping his left glove in Lane's face. Although Lane drew blood in the first, Barrett was more effective with a good left jab and hard right that varied from overhand to hook and from head to body.

The second round was about even, with Lane scoring mostly with a vicious left hook. The lanky Barrett stayed at long range this round, scoring with lefts and rights to the head and then moving in to rain punishing blows to the body.

Barrett was sent reeling in the third by a powerful left hook by Lane but he effectively tied up the Army boxer. The courageous destroyer sailor hung on and then jumped to the offensive to pummel Lane and

win a popular split decision and the welterweight title.

Three victories in four fights and Navy is now in the lead. Air Force and Marines have long been out of the running and now the Army squad has to come through with some good victories to take the team title.

Rudy Sawyer, TN, USN, of USS *Stephen Potter* (DD 538), made the soldiers' task even tougher as he took a unanimous decision victory over doughboy Willie Russell for the light middleweight championship.

Both Sawyer and Russell began cautiously, each having suffered a cut eye in previous fights. After about a minute, Russell threw caution to the wind and began flailing Sawyer. This only served to ignite the slow-starting Sawyer to assume the offensive and deck the soldier with a left hook and right cross to the head. Russell was up at the count of five and regained his now rubbery legs, but Sawyer couldn't seem to set up his man for the KO.

In one of the fastest fights up to this time, Russell and Sawyer continued to punish one another but Russell held the edge in the second round. Both boxers set such a fast pace that conditioning was the key to victory.

It was two tired fighters that answered the bell for the third time, but both were still quite dangerous. Russell tried awfully hard, knowing that the first round knockdown he suffered would go bad for him. But Sawyer took the best the soldier could throw, returning the treatment double.

Sawyer, rated as one of the classiest amateurs in the U. S., couldn't seem to really unwind, but his superior ring savvy, and just plain ole blood and guts gain him a unanimous decision over the weary soldier.

Seven bouts gone now, and Navy has won four championships. Army is really under the gun. And their cause is not aided in the slightest when the only Marine in the finals, defending middleweight champion Richie Hill, opens a cut above the eye of soldier George Harrell to score a TKO in 43 seconds of the third round.

Two fights left, each pitting a sailor against a soldier. All the Navy fighters have to do is win one of the two to gain the championship. In the light-heavy encounter, four-time All-Navy champion Charley Butler, of USS *Sierra* (AD 18), goes against Jimmy Boyd.

The taller Boyd gains the offensive in the first round, scoring quickly with overhand rights and left hooks to Butler's head. But the veteran Butler covers well and comes back late in the round to punish Boyd with left jabs then moving in to score with rights to the body.

In the second, Butler just plain runs out of luck. He's caught with a punch to the lower mid-section, but fights back valiantly. Then late in the round, Butler loses his footing on the slippery canvas and goes down to one knee.

The referee must have thought that a punch put him down because Charley has to take the automatic eight count.

It was a fighting mad Charley Butler that came out in the third to whale the daylights out of the back-pedaling Boyd. Butler finally corners the Army man and blasts him with terrific lefts and rights to the head and body. As the soldier attempts to move out of the corner, he's caught with a left uppercut to the button that drops him to the canvas.

Apparently the referee felt that Boyd had slipped, since Butler didn't



FRANK MEDLEY, USN, takes all from USAF's Morton. Four time All-Navy winner, Butler, (rt), parries Army's Boyd.

get credit for a knockdown. The Navy champ continued to chase Boyd, but was unable to measure his opponent off for the KO, although the doughboy was groggy at the end of the battle.

Boyd, to the surprise and chagrin of Navy rooters, was given the decision over the disconsolate Charley Butler. This was the second year that Butler had reached the finals of the Inter-Service, only to have Dame Fortune smile on his opponent.

This loss cut Navy's advantage to a single point. The heavyweight battle would decide. Navy's Roy Louson, BMSN, of *uss Sierra* (AD 18) came in weighing 218 while John Johnson, Army, tipped the scales at 201.

After taking the first few seconds to size each other up, they heartily joined battle. Louson led with hard left jabs and followed with left hooks into Johnson's stomach. Johnson retaliated with left hooks to the head and rights to Louson's mid section. In the first two rounds, there was little or no clinching. The two heavyweights were moving around and hitting like middleweights. The team championship rested in these boys' fists, and they knew it.

In the second, Louson began a vicious attack to the body but Johnson fought his way out of trouble and with a double left jab and a right to the head, decked Louson, who took the automatic eight count. Louson was hardly in trouble, however, as he came back to batter Johnson with just about every punch in the book, and probably some that weren't.

Neither fighter asked for or gave any quarter. From the opening bell, these fighters were swinging punches that would put just about anyone else in dreamland. Both should have been KOed. In the third round, Louson,

who was in better condition than Johnson, began "pole-axing" his opponent. Science was hiding behind a ringpost in this round as the two sluggers went at each other.

Although Louson was getting in the heavier punches, his lack of experience was the big reason preventing him from knocking out Johnson. The soldier worked in flurries to score effectively and this, added to the knockdown he scored, gave him the decision and the U. S. Army the team championship.

Final team point tabulation read Army 30, Navy 29, Air Force 16 and Marine Corps 5. In individual titles won, Navy led the way with four champions, Army had three, Air Force two and Marines one. The scoring was based on the championships fights only, with the winner's team getting five points and the losers picking up three.

On this basis, Navy actually could not have finished lower than second after the preliminary fights, which were held two nights before the finals. Since seven Navy fighters won in the prelims, even if all had lost in the finals, it would have given Navy 21 points.

In the preliminary fights, little Cliff Eskridge, SN, USN, opened festivities by pounding out a unanimous decision over Marine Phil Ortiz. Glen Ivey, SA, USN, of NTC San Diego, dropped a unanimous decision to Ward Yee, Air Force, in the featherweight battle and Earl Matthews, SN, USN, of *uss Renville* (APA 227), lost to defending champion Earl Smith, Air Force.

Eugene Toran, AN, USN, came back after losing the first round to win a unanimous decision over Choi-chi Hokama of Army. Frank Medley, SN, USN, swarmed all over Juan Curet, Army, to win the prelims in

the light welterweight division. Larry Barrett followed this up with a unanimous decision over Jim Leftwich, Marines, to gain the finals in the welterweight class.

Rudy Sawyer, TN, USN, the most improved boxer in Navy circles today, showed his skill as he scored a fancy unanimous decision over Paul Wright of the Air Force. Wright, who was supposed to have breezed to his second Inter-Service title, is the 1955 National Golden Gloves and Pan-American Games champion.

In the only other fight that Navy lost in the prelims, Bob Epperson, AN, USN, of NAS Norfolk, lost to the more experienced George Harrell, Army, when he was TKOed in 2:36 of the third round.

Charley Butler, SN, USN, Navy light heavyweight champion, scored a unanimous decision over the tough but inexperienced Chuck Whittley, 17-year-old Marine.

Heavyweight Roy Louson, BMSN, USN, had an even tougher battle than stablemate Butler. Battling the ring-wise Marine Jesse Barber, Louson had to go all out to gain a split-decision victory.

ALL-NAVY BOXING

SHIPBOARD SAILORS RAN AWAY with this year's All-Navy boxing championships before a crowd of 6000 spectators at Oakland, Calif., Civic Auditorium. The sea-going sluggers pounded out victories in seven of the 10 weight divisions.

The Eastern Navy team, studded with six fighters from the Atlantic Fleet Destroyer Force, won the team championship, with only the bantamweight and featherweight titles slipping through their mitts.

Charley Butler, SN, USN, of *uss*

NAVY SPORTS

Sierra (AD 18), led the Eastern pugilists to victory and picked up his fourth consecutive All-Navy title as he pounded out a technical knockout victory over Antoine Bergeaux (pronounced ber-shaw) SA, USN, of NTC San Diego, Calif. Butler has previously won the All-Navy light-heavyweight titles in 1952 and '53 and the middle-weight title in 1954.

"I wanted this one bad," explained the husky Butler after the fight. "I wanted to be the first guy in the Navy who can claim four All-Navy boxing titles."

That Butler wanted this one was quickly evident but it was also plain that Bergeaux hadn't traveled from San Diego to see the Golden Gate Bridge. The 18-year-old Bergeaux put up a gallant fight, but was out-gunned and outclassed by the ring-wise Butler. The defending All-Navy champ began scoring early in the first round with powerful left hand leads to the head and right crosses to the body.

In the second, Butler opened up with his long-range guns, which was what Bergeaux was waiting for. Reputed to have a dynamite-laden right, Bergeaux uncorked his Sunday punch twice, but failed to shake the sturdy Butler. This powerful exchange proved to be Bergeaux's undoing.

Stunned by Butler's powerful punches to the head, Bergeaux was clipped by a quick double right hand to the head and a short left uppercut to the button that dropped him like a hot potato. Although he regained his feet at the count of nine, it's doubtful that he could have continued, had not the bell rung, ending the second canto.

The Western team trainer and coach worked vigorously on Bergeaux in between rounds, but wisely decided that their fighter should not answer the bell for the final round. Butler was awarded a TKO in the third and his fourth straight All-Navy championship.

In another scorching battle that had the fans on the verge of hysteria

Frank Medley, SN, USN, of *uss Douglas H. Fox* (DD 779), dethroned Abe Haynes, SKSN, USN, of NAS San Diego, Calif., of the All-Navy lightweight-welterweight title. Haynes was the All-Navy champion in this weight in 1953 and 1954.

Both fighters took turns stunning one another with tremendous punches but both refused to go down during the first two rounds. Then in the third stanza, Haynes hit the deck twice. The first time, he was backing away and caught an overhand right by Medley that sent him down for the automatic eight count, although he was up at the count of three. Later in the round, Haynes was again decked by an overhand right to the head for the automatic eight, although he was again on his feet at the three count. In a very popular decision, Frank Medley was declared the winner.

In the only other knockout of the evening, Rudy Sawyer, TN, USN, of *uss Stephen Potter* (DD 538), made short work of Frank Anderson, TN, USN, of NAS Alameda to win the light-middleweight championship of the Navy. The sound of the opening bell hadn't finished echoing in the huge auditorium when Sawyer began pommeling Anderson. It took two minutes and 13 seconds for Sawyer to win the match.

Anderson was a last-minute replacement for Gus Fernandes, SN, USN, of NTC San Diego. Fernandes had suffered a cut eye in a freak accident and was unable to keep his appointment.

In the opening bout of the evening, Clifton Eskridge, SN, USN, of the Amphibious Base, Little Creek, Va., the Navy's only 1954 Inter-Service champion, successfully defended his Navy flyweight title by pounding out a unanimous decision over Gerald Mathes, Cpl., USMC, of Camp Elliot, Calif.

Mathes, last year's All-Navy bantamweight champion, moved down into the flyweight class and apparently the loss of weight cost him some strength. His best just wasn't good enough to overcome skillful Eskridge.

The Western Navy team took the next two bouts, the only titles they were to win that night. In the bantamweight class, Glen Ivey, SA, USN, of NTC San Diego, scored a unanimous decision over Edward Whitaker, SN, USN, of *uss Lake Champlain* (CVA 39).

The West's only other title came in the featherweight class when Earl Matthews, SN, USN, of *uss Renville* (APA 227) scored a victory over Bob Nichols, BM2, USN, of *uss Charles P. Cecil* (DDR 835). Nichols was backing away when Matthews tagged him with a right cross to the head that put him down for a one count, although he had to take the automatic eight. The bell sounded ending the first round before Matthews could make use of any advantage he might have had.

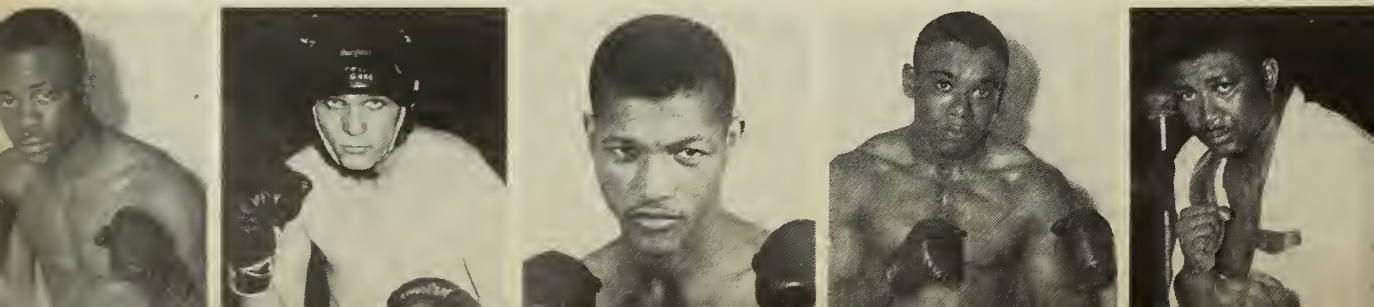
The story was reversed in the final two rounds as Nichols, realizing that the knockdown would count heavily against him, methodically began giving Matthews a boxing lesson. Matthews, not one to back away, continued to throw punches like a trip hammer, some landing, some not.

In the final stanza, Nichols straightened Matthews up with an overhand right and Matthews looked groggy when the bell sounded. But Matthews had shown the judges enough skill to be awarded a unanimous decision.

The All-Navy lightweight championship featured Gene Toran, AN, USN, of *uss Saipan* (CVL 48) in a close battle with Manuel Anchondo, DMSN, USN, of NAS San Diego. It was a slugger vs. boxer with the slugging Toran holding the advantage throughout the fight. Anchondo just couldn't seem to get started and Toran was crowned All-Navy lightweight champ.

Larry Barrett, SN, USN, of *uss Coates* (DE 685), won the welterweight title in a unanimous decision over Henry Brown, FN, USN, of NAS Alameda. Barrett turned to the job at hand with gusto while Brown was satisfied to work in quick flurries that at one time, sent Barrett reeling.

NAVY'S TOP fighter gallery includes Clifton Eskridge, Glen Ivey, Earl Matthews, Robert Epperson, Roy Louson.



SIDELINE STRATEGY

The flurries didn't come often enough or last long enough and the workman Barrett scored steadily with a combination left hook, overhand right followed by another left hook to win the championship.

The Eastern team was leading 5-2 in bouts won when the battle for the Navy middleweight title was staged. Robert Epperson, AN, USN, of NAS Norfolk, Va., clinched things for his team as he boxed and danced his way to a unanimous decision over Woodrow Wilson, TESN, USN, of NAS Atsugi, Japan.

Both boys are stand-up fighters and gave the huge crowd a good exhibition of boxing finesse and power.

In the heavyweight battle, Roy Louson, BMSN, USN, of *Sierra*, lived up to advance reports by thoroughly whipping the game but outgunned Ken Bryant, SO2, USN, of the Sonar School, San Diego.

Louson, at 209 pounds, out-weighted Bryant by five pounds, but both fighters moved around the ring like middleweights. Bryant would have preferred to battle from a clinch, but Louson, strictly a long-range slugger, wouldn't be tied up. Varying his attack from the body to the head, Louson delivered powerful punches that began to tell in the third round.

Early in this round, Bryant's mouthpiece found a resting place on the ring apron, thanks to a terrific right cross by Louson. But gritty Bryant refused to go down and lasted through to the final bell.

Here are the 1955 All-Navy boxing champions:

Flyweight—Clifton Eskridge, SN, USN, Amphibious Base, Little Creek, Va.

Bantamweight—Glen Ivey, SA, USN, NTC San Diego, Calif.

Featherweight—Earl Matthews, SN, USN, of *USS Renville* (APA 227).

Lightweight—Eugene Toran, AN, USN, *USS Saipan* (CVL 48).

Light Welterweight—Frank Medley, SN, USN, of *USS Douglas H. Fox* (DD 779).

Welterweight—Larry Barrett, SN, USN, of *USS Coates* (DE 685).

Light middleweight—Rudy Sawyer, TN, USN, of *USS Stephen Potter* (DD 538).

Middleweight—Robert Epperson, AN, USN, of NAS Norfolk, Va.

Light Heavyweight—Charles Butler, SN, USN, of *USS Sierra* (AD 18).

Heavyweight—Roy Louson, BMSN, USN, also of *Sierra*.

THIS YEAR'S ALL-NAVY boxing tourney, like all the others, produced some of the greatest amateur fights of the year. They're bound to be — these boys are fighting just for the love of fighting. Any one of the 20 fighters in the All-Navy finals would have made an outstanding Navy representative in the Inter-Service.

The fighters were decked out in beautiful gold colored robes trimmed in blue with blue lettering "Navy Champion, 1955" on the back. These fighters were the cream of the Navy fight crop and showed outstanding ability and expert training and handling.

A. G. "Al" Gibbs, FPC, USN, of *USS Sierra* (AD 18) was the coach for the Eastern team while W. J. "Doc" Slaughter, ADC, USN, of NAS San Diego coached the Western group. Gibbs was probably more familiar with his boys' ability than Slaughter, since six of the 10 men on the Eastern team have been fighting under his tutelage all this season. Gibbs, and his assistant, "Murph" Griffiths, SD1, USN, were selected as coaches for the Navy team in the Inter-Service.

Ray Lunny, boxing coach at Stanford University and recently a leading contender for the world lightweight title, and Max Baer, former world's professional heavyweight champion, worked as referees for the bouts. Both men did an excellent job, but then, the fighters didn't tend to clinch or do other such shenanigans.

The Eastern team, studded by the destroyer-sailors, were pre-fight favorites to take the team championship. Of the two titles that did evade the Easterners, one was an upset victory by Earl Matthews over the hard battling boatswain's mate Bob Nichols.

Earl Matthews, SN, USN of *USS Renville* (APA 227), 1955

All-Navy-featherweight champion won this year's Captain Jack Kennedy Memorial Trophy. The four judges voted him the outstanding boxer of the tourney in a close selection over Charley Butler, SN, USN, of *Sierra*.

This trophy, established by the late Captain Jack Kennedy, USN (ret.) is awarded annually to the boxer in the All-Navy tourney who displays the greatest sportsmanship, courage, aggressiveness and ability. Although Matthews has been boxing for a number of years, this was his first All-Navy bout.

Renville, the ship that Matthews represents, will retain the perpetual trophy until the next All-Navy boxing bouts.

Charley Butler, despite his Inter-service defeat, goes down as one of the all-time greats among Navy boxers. For the past four years, Butler has battled his way to an All-Navy boxing championship, a feat unheralded in modern All-Navy sports history. The husky Metuchen, N. J., youngster began his reign of All-Navy crowns in 1952 when he defeated Don Lee, SN, USN, for the light heavyweight title. The following year, Butler successfully defended his light heavy title as he defeated Ron Clark, AN, USN, of NAS Alameda.

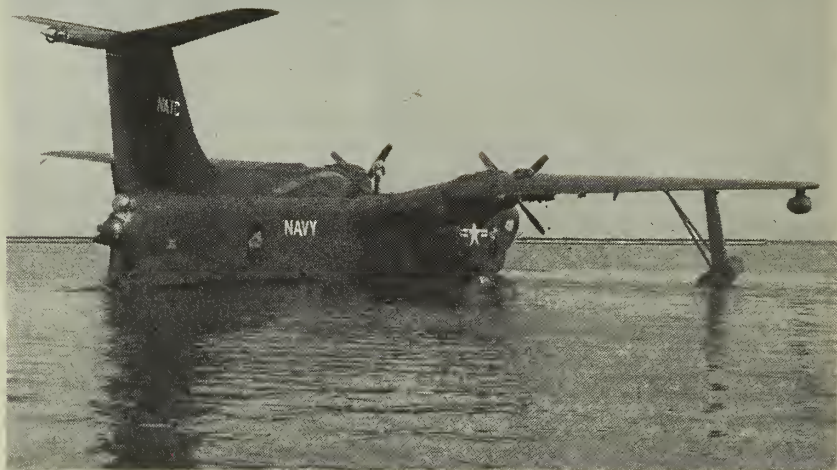
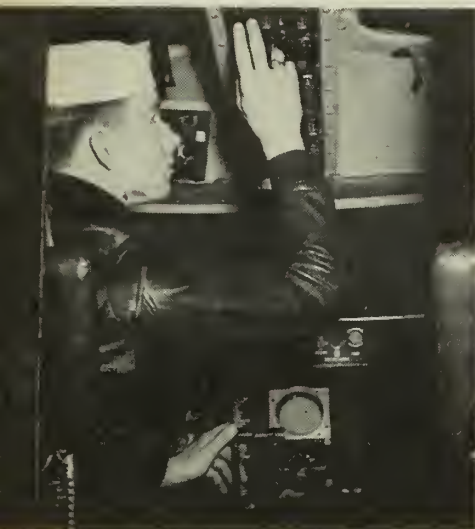
In 1954, Butler dropped down to the middleweight class and took that All-Navy title as he decisioned Henry Brown, FN, USN, of NAS Alameda. And this year, it was a determined Butler that stepped into the squared circle with the game Antoine Bergeaux, SA, USN, of NTC San Diego.

Butler clinched his fourth crown in the last fifteen seconds of round two with two quick rights to the head and a short left jab that only traveled about 14 inches, but had enough power to chill Bergeaux.

—Rudy C. Garcia, JO1, USN.



PLANE CAPTAIN DeBerry checks for fuel line leakage on board P5M-2. Below: Engine is started for check.



AFTER LANDING, job of plane captain and crew is to attach beaching gear.

Plane to Sea EM's Job

WHITE HATS HOLD down big jobs as plane captains in the Navy. At Patuxent River Naval Air Test Station, for example, the plane captain, together with his crew is responsible for preparing for flight and securing one of the Navy's newest planes undergoing tests to determine its final acceptance for Fleet duty.

Typical of the Navy's plane captains is John DeBerry, Aviation Machinist's Mate First Class, USN, whose charge is the latest *Marlin* P5M-2, anti-submarine patrol plane.

On flight days, two or three times a week, DeBerry and his crew muster early in the morning to prepare the large seaplane for its four- to five-hour test flight. First comes the external check which covers the plane's "skin" for rust or damage; then DeBerry checks out the brake handles, hydroplane, engine turbines, fire bottles and engine oil level. Inside, his

crew checks the many intricate parts and he starts the engines prior to the arrival of the pilots and navigator.

While instrument surveillance and control adjustments are the pilot's responsibility, the pilot looks to each plane captain for pertinent information, as the man who knows his plane inside and out.

Once airborne the plane captain takes on additional duties, conducting a continuous check of fuel, oil, and hydraulic lines for leaks or breaks as well as assisting with the special test project of the day's flight.

On return, the plane captain and his crew take over to attach the beaching gear and tow the heavy *Marlin* onto the ramp. It is only after approximately two hours of checking the effect of the hours aloft that the "captain" and his men can tie up "baby" and secure for the day.

—Stephen A. Franzmeier, AD2, USN.

WITH BEACHING GEAR attached plane captain and crew tow their *Marlin* up the ramp after test flight is completed.





MOBILE FASRON goes into action to erect new station. *Below: Maintenance department makes adjustments on P2V.*

Roll Out the Air Strip

WHEN THE P2V Neptune squadrons began arriving in Puerto Rico early this spring to participate in operational exercises designed to provide anti-submarine warfare training, they found the welcome mat rolled out where none grew before. They had been preceded by Mobile Fleet Aircraft Service Squadron 121—a complete and operational air station packed in boxes and crates.

Mobile FASron 121 began preparing for its mission back in November when the squadron's field equipment and rolling stock were packed at its home field, NAS Chincoteague, Va., and shipped to Puerto Rico aboard two LSTs.

When the LSTs were beached in late November, Mobo's heavy work began. All hands turned to off-loading the ships and erecting the tent city that served for four months.

In two days the squadron established a canvas community complete with electrical, sanitation, mess, medical and dental facilities along with all the work shops required for servicing the planes.

Composed of 20 officers and 400 enlisted men, Mobo includes a construction battalion of 85 men with Chief Warrant Officer R. L. Yates, USN, as officer-in-charge.

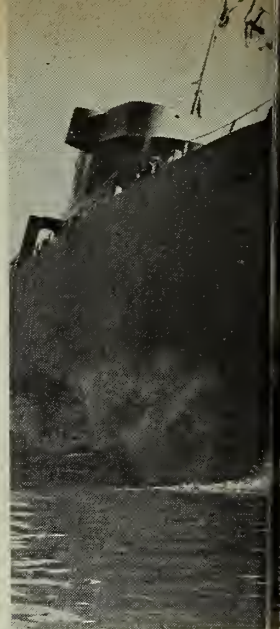
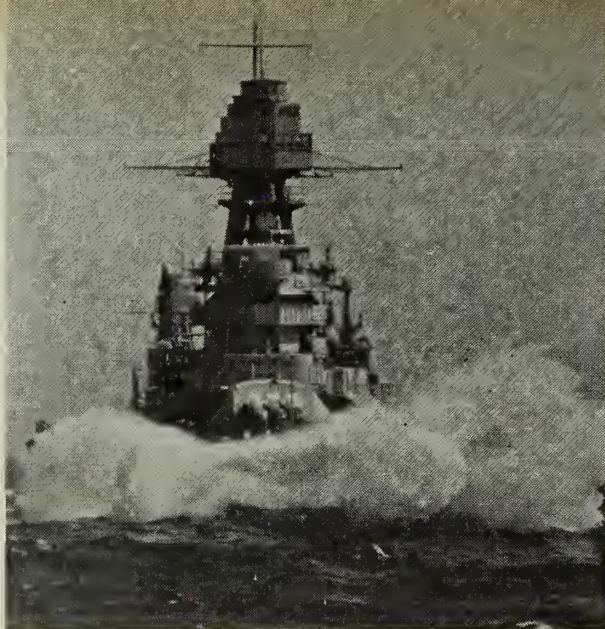
As the patrol squadrons arrived, the squadron provided facilities to maintain and operate the aircraft, to house and feed the personnel, to care for their health, and to provide limited entertainment and recreation.

In addition to furnishing the air crews with plane maintenance, aerological information and other assistance, FASron 121 supplied haircuts, laundry service and movies free of charge.



ORDNANCEMEN OF FASron 121 prepare rockets for planes. *Right: Personnel division operates in large tent.*





CURVES IN ACTION make a splash as battleship passes through heavy sea.

Salty Pin-Ups With Curves

THERE ARE CERTAIN points of similarity between the Navyman's favorite pin-ups — girls and ships. There's the problem of upkeep for both, they're sometimes uncomfortable to live with, and they may render the future unpredictable as well as interesting.

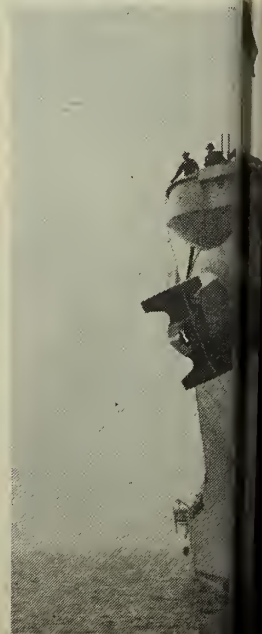
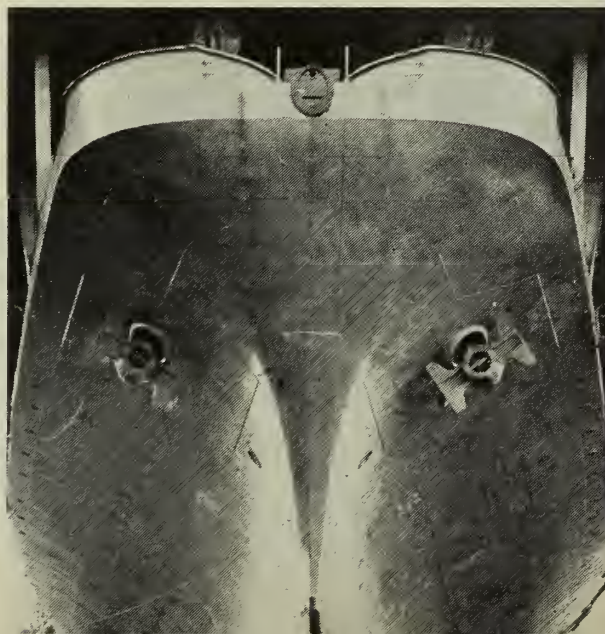
Nevertheless, they have a certain charm, aesthetic as well as practical. Life would be pretty flat without them, both have comfortable, eye-filling curves and they're nice to look at when they're prettied up.

On the assumption that you will have little difficulty obtaining pin-

ups of your favorite type of girl, here's a collection of your favorite type of ship. You'll find plenty of variety here, from LST to battleship and aircraft carrier. Poses are unusual, too.

A ship looks different at different times. In a snowstorm, in fog and in rain, or in bright sunshine, her aspect constantly varies. It has been said that, to a Navyman, his ship will not look the same when he leaves as when he first reported aboard for duty; nor will it look the same when he goes ashore as when he returns from leave or liberty.

ANGLES SHOW off their glamour. *Left:* Looking down on *USS Philippine Sea* you see all. *Below:* Low angle accentuates curves of *Antietam*, and *New Jersey*.





MAKING A SPLASH—DEs, PT boats grew famous in WWII, have speed, beauty.

For the Nautical Minded

During combat operations or Fleet training exercises, you might imagine your ship takes on a rugged, hard-hitting, ready-for-action look. During yard overhaul period, she's in the beauty parlor, getting the works.

Many a ship will look considerably different before and after being loaded—a tanker or cargo vessel, for example. And then, too, there are the pulse-stirring occasions when the ship is dressed, full-dressed, with all bunting flying.

If you know your ship's characteristics as well as the more feminine variety, the clock and top-heavy mast of the battleship plowing through heavy seas will tell you that some of our special variety of pin-ups are no longer fresh young things. Nevertheless, whether old or new, the sight of a noble vessel in the performance of her duty is likely to bring a catch to the throat of even the most unsentimental sailor.

Let's see *your* candidate for a ship pin-up.

MORE UNUSUAL than glamorous is full face portrait of LST. Right: Slim graceful curves of cruiser under way emphasized in gull's view of USS Manchester.



LETTERS TO THE EDITOR

Questions on Exams, Rating Badges

SIR: Upon taking the recent examination for advancement in rate, I noticed that the examination had a series number (Series No. 10) on the front page of the booklet. Was the same series used throughout the Navy in giving examinations to all personnel of my rate and pay grade?

I also have a question concerning the rating badge. During the past year I have noticed petty officers in some commands who were wearing stenciled rating badges on the left sleeves of their dungarees. It is my understanding that this has been authorized by BuPers, subject to the approval of commanding officers. Since it seems to increase the morale and prestige of the petty officers and at the same time serves the purpose of identifying petty officers in the working uniform, I was wondering if the Bureau has any definite plans for making this standard practice throughout the Navy.—C. B. G., RM1, USN.

• *Not only were the examinations for men of your rate and pay grade marked Series No. 10, but so were all of the examinations. The examinations for August 1955 will be Series No. 11 and the subsequent examinations will bear the next consecutive series number.*

As for your second question, stenciled rating badges are not authorized. However, in a recent uniform change, (see story page 55) a dungaree rating badge, which shows military rate only, and which can be sewed on or pressed on with a hot iron, has been accepted and authorized.—Ed.

Fleet Shore Duty Lists

SIR: Have read with great interest the fine info you put out on the BuPers Shore Duty List and wonder if something of the same sort could be done with the ComServLant Shore Duty List. A short time ago I submitted a letter to ConServLant to be placed on that list and have received no reply. There are many men at this station who would appreciate the publication of this list or any information at all about it.—P. Q., QMSN, USN.

• *Sorry, but no can do. BuPers does not maintain either a ComServLant or a ComServPac Shore Duty List. However, we have been told that each request for shore duty sent to either of those commands is answered as soon as possible. Perhaps you wrote to ALL HANDS too soon.—Ed.*

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulation regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Which Block Island Was Sunk?

SIR: In an earlier edition of ALL HANDS (September 1954, page 60) you referred to the *uss Block Island* (CVE 106) as having been torpedoed and sunk in the Atlantic on or about 4 Jun 1944.

In another publication I have just run across of *Block Island*, it states that she was not commissioned until 10 Jun 1944 and was in action as late as the middle of 1945 in the Pacific area.

Is there an error in either of the articles or were there two ships named *Block Island*?—M. R. C., CT1, USN.

• *There have been two Block Islands. However, in our story we made a mistake in the hull number. The one sunk was CVE 21. CVE 106 was placed in commission 10 Jun 1944.—Ed.*

When Does Shore Duty Start?

SIR: Existing instructions state that shore duty starts the first day of reporting for temporary or permanent duty ashore. I would like to know when mine started.

I left my ship in Japan on 16 April and arrived at my present station for "duty under instruction" on 12 June. The time between the two dates was travel, leave and proceed time.

Did my shore duty start when I arrived at RecSta, Treasure Island, for further transfer, or when I reported in at the school here? Although the school runs for 44 weeks, I would like to preserve my sea duty continuity, if possible.—C. E. J., FCC, USN.

• *In accordance with BuPers Inst. 1306.20B your tour ashore commenced on the date you reported to U. S. Naval Receiving Station, Treasure Island, San Francisco. According to your record that date was 23 Apr 1954, so if you were still ashore on 23 Apr 1955, you would be considered to have completed a normal tour of shore duty.*

However, under provisions of paragraph 11 of Inst. 1306.20B you may submit, at such time as you request shore duty, a request for waiver of the period served ashore while attending school.—Ed.

Ugh, Neosho, Not Mississinewa!

SIR: Speaking for myself, the officers and crew, more in sorrow than in anger, I would like to say that we of the *uss Neosho* (AO-143) feel that our ship is being neglected. In fact there seems to be a conspiracy of silence regarding her very existence, as well as her rightful place.

Way back in your October issue of oilers on page 36, you referred to *Mississinewa* (AO 144) as the first of a new class of oilers and stated that there will be five new tankers in this class. *Neosho* wasn't even mentioned.

All that is wrong, dead wrong and it appears that there is a plot afoot, not only to rob *Neosho* of her rightful privilege of giving her name to the new class, but also to prevent her even joining it. Aside from the naval custom of calling a class of ships by the name of the first of the type constructed there is another good reason why these ships should be referred to as *Neosho* class oilers. The names of all the others are practically unpronounceable (with the exception of *Truckee* who is well out of the running with her high bow number).

Can't something be done about this neglect of a fine ship?—CAPT N. E. Smith, USN, Commanding Officer, *uss Neosho* (AO 143.).

• *When you commenced firing, all we could do was take evasive action—no return fire, as we were out of ammunition. We were wrong.*

To make amends we hereby state that the new class of oilers is the Neosho class and furthermore she can at times deliver a very solid broadside. We have proof of that.

By the way, Captain, how do you pronounce Neosho?—Ed.

Going Back to Subs

SIR: How can I go about getting re-assigned to submarine duty? I qualified in 1947 and since then have served a tour of shore duty and am now back at sea in the surface Navy. If at all possible I would like to go back to subs.—C. B. N., SD3(SS), USN.

• *Men in the Pacific, like yourself, should submit a request for return to submarine duty to ComServPac in accordance with BuPers Inst. 1540.2A. Atlantic fleet would-be submariners should submit their request to ComServLant. These commands will either approve or disapprove, depending upon the need for the rate requesting submarine duty.—Ed.*

Re-up Bonus for First 20 Years

SIR: With all the various increases in reenlistment bonuses, I seem to have missed out on many of the gains offered.

I was inducted in the Navy in November 1943 and reenlisted in 1946 at which time I received a bonus of \$100. In 1948 I reenlisted for six years and received \$50 bonus, although later this bonus was increased. In December 1953 I again reenlisted for six years with a bonus of \$360 for future service. At that time I was informed I could not collect a past service bonus amounting to \$300 if I shipped over for just four years. A short time later, the bonus was changed and I missed out.

At the conclusion of my present enlistment I will miss out again as I understand the bonus includes time only up to 20 years of service and I will have completed 16 years. At present I have received bonuses totaling \$510, whereas had the bonus bills been changed earlier, I would have received approximately \$2000. Is there any means of making up for these misses?—M.F.M., ATL, USN.

• Your service record shows that you were entitled to a reenlistment allowance under provisions of law effective when you reenlisted in 1946 and 1948, since payment of reenlistment bonuses was not authorized until the Career Compensation Act of 1949 was enacted. Your six-year reenlistment in December 1953 entitled you to a reenlistment bonus under the provisions of this Act.

If you again reenlist at the expiration of your current enlistment you will be entitled to a reenlistment bonus on the basis of the difference between your years of completed service and 20 years, under the provisions of the Act of 16 Jul 1954. This Act, however, does not authorize full payment of reenlistment bonuses if reenlistments involve more than 20 years of obligated service.—Ed.

These Tars are TARs

SIR: Mind you, I have no complaint, since most of my shore duty has been as requested and my sea duty has been good. There are many less fortunate men in the Navy, however, so when I read the Shore Duty Eligibility List in the November ALL HANDS a question came to mind: Why aren't the stationkeepers who man the several Reserve Training Centers throughout the country rotated to sea?

I am presently stationed at one of those centers and from its complement could be drawn several men who have been on shore duty for years. These men draw full pay, allowances and subsistence, and are physically qualified to perform all the duties of their rates at sea.

It seems to me that a wrong is com-

mitted when a man of one rating group is left at sea for a long period, while another man with the same rate apparently is never rotated to sea.—R. L. J., HMC, USN.

• The Chief of Naval Personnel recognizes the problem of stationkeepers on continuous shore duty, but it is also recognized that TAR personnel do not have the security of USN and USN-R personnel on duty with the Regular Establishment. A TAR may be released to inactive duty at any time if his billet is cut. For this reason many station keepers desire duty in the Regulars, but either are not qualified for USN enlistment or are in a closed rate for general assignment as a Reserve.—Ed.

Transfer from CEC to Line

SIR: I am an ensign in the Civil Engineer Corps, USNR, and a graduate of the eight-week course at Officers Candidate School, Newport, R. I., and the U. S. Naval School, CEC Officers, Port Hueneme, Calif.

Can I transfer to the Unrestricted Line? And, if so, is there any training

available to qualify for general duty at sea?—E. M. S., ENS, CEC, USNR.

• In some instances requests for transfers from staff corps to the line for Naval Reserve officers are approved, depending upon qualifications of the individual and the needs of the naval service.

Request for transfer from Civil Engineer Corps to the line, USNR, should be directed to the Chief of Naval Personnel, via your commanding officer. If your request is approved you may be assigned to duty under instruction or to some other type duty to acquire experience in the line.—Ed.

Steel Workers School

SIR: I am interested in attending the Steel Workers, Class B School at Port Hueneme, Calif. Can you tell me how much time a Navyman has to have left in the Navy to be eligible for this school?—A. H. B., SWS2, USN.

• The period of training at the Steel Workers Class B School, Port Hueneme, Calif., is 14 weeks. Obligated service required upon entry into this school is 18 months.—Ed.

LSVs Get Their Bows Bobbed

SIR: As you can see from the enclosed pictures (see above) there is a difference between the bows of some LSVs which are in the Texas Group of the Atlantic Fleet. We have tried to find the reason for this at the Reserve Fleet Headquarters but haven't been able to come up with an answer that will hold water.

Can you tell us why *uss Monitor* (LSV 5) and *uss Osage* (LSV 3) both have flat bows as illustrated in the picture while *uss Ozark* (LSV 2) has the rounded type of bow? There are two other LSVs in mothballs at San Diego but we don't know which

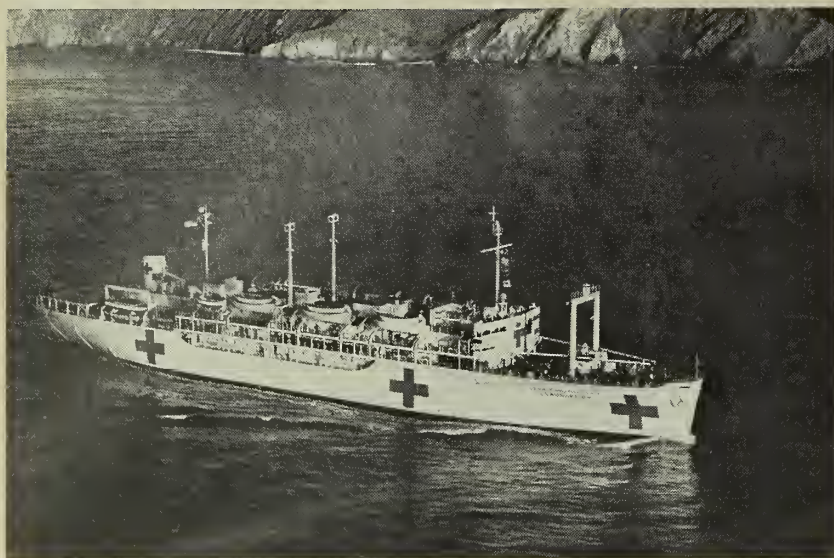
type of bow they have.—R. C., JO1, USN.

• It's a little complicated. Both *Monitor* and *Osage* were originally designed and built as large ANs (net layers) and had a rounded deck edge across the bow for ease in handling net gear, similar to small ANs. After completion, they were converted to APs, and finally were converted to LSVs.

In order to prevent the bow from scooping seas onto the forecastle, the present flat structure which can be seen in the photograph was installed over the rounded nose.—Ed.



NO NOSE IS GOOD NOSE—Or at least, flat ones for LSVs are better in rough seas as they prevent the ship's bow from scooping sea onto forecastle.



WHITE VETERAN of Korean war, hospital ship USS Consolation enters San Francisco harbor returning from fifth tour in Far East within a period of 5 years.

EMs at Naval Justice School

SIR: I have a keen interest in legal work and am studying to be a lawyer through college extension courses with the idea of some day having a practice of my own. In the meantime I'd like to put my talents to work for the Navy but there aren't any enlisted ratings in the legal line. Do you have any suggestions that might help me to get into legal work.—R. O., HMI, USN.

• The Navy recognizes its legal responsibilities to naval personnel and, in order to assure that qualified personnel are performing legal duties, has established within the restricted line category of officers the Special Duty Officer (Law), Designator 1620.

Legal duties, like medical duties, engineering duties, and a number of other assignments, because of their high edu-

cational requirements, are recognized as officer responsibilities. Other than the training available to qualified personnel of the YN, PN and HM ratings at the School of Naval Justice, Newport, R. I., there are no provisions for performance of legal duties or practice of law within the enlisted rating structure.

It is not feasible to establish a special enlisted rating concerned with the performance of legal duties because of the limited number of personnel who can be accommodated aboard ship and the multiple number of duties each enlisted man and officer must perform.

It is suggested that you continue your education and when appropriate vacancies occur, you should apply for the School of Naval Justice, Newport. However, you are reminded that the Navy cannot guarantee that you will be assigned to full-time legal duties even though you do attend the school.—ED.

Transfer From and To Overseas Duty

SIR: I have completed two years of obligated service in the Philippine Islands and have agreed to extend an additional year. After I have completed six months of the third year, can I make application to BuPers for another foreign duty station—such as Spain?—G. A. L., YN3, USN.

• Provided you are otherwise qualified in accordance with BuPers Inst. 1306.6A, you may submit a request for Mission and Attache duty when within one year of completing your tour of overseas duty. However, your prospects of acceptance are not good. There are no billets for YN3 in Spain under the control of the Chief of Naval Personnel and, in addition, personnel normally are not assigned from one overseas station to another without an intervening tour of duty afloat.—ED.

WOs in Hospital Ships

SIR: During a recent bull session the remark was made that the only actual shipboard billets for Warrant Officers, Hospital Corps, are aboard hospital ships. Is this true?—W. J. P., Jr., CWOHC, USN.

• Yes, the present "actual shipboard billets" for Warrant Officers 8170 exist only in hospital ships.—ED.

Special Billets for WO's

SIR: Are warrant officers assigned duty to industrial firms, and if so, what types of firms are they? About how many warrant officers (with specialty in rank and country assigned) are assigned duty as members of naval missions and with attaches of foreign governments?—G. V., CHMACH, USN.

• There are no billets, as such, for warrant officers in industrial firms. However, there are a few billets for Gunners (724) and Radio Electricians (766) in the Inspector of Naval Material activity.

There are two billets for Ship's Clerks with attaches, one in London and the other in Paris. Also, there is one billet for a Machinist (743) in Colombia, South America, and two billets for Machinists at Military Assistance Advisory Group, Formosa. These billets are for line warrant officers.—ED.

Collar Devices for WO's

SIR: In last October's issue of ALL HANDS you published information regarding new insignia and stripes for warrant officers. Warrants in the W-3 and W-4 grades now wear silver devices on the right side of the collar. Do they still wear a gold corps device on the left side of the collar, or should these be changed to silver also?—M. W. H., ChCARP, USN.

• Gold corps devices are worn on the left collar by all warrant officers. BuPers Notice 1020 of 23 Nov 1954 promulgates new insignia of grade established in accordance with the Warrant Officer Act of 1954, which provides four separate grades of warrant officers.—ED.

Overseas Shore Duty in Hawaii

SIR: I have over five years' sea duty (with the Atlantic Fleet) and would like overseas shore duty. What are my prospects of being assigned to Honolulu?—L. J. C., AM2, USN.

• Personnel are not normally assigned to Hawaii from the Atlantic Fleet except in case of hardship. However, the new choice of duty rights of reenlistees greatly simplifies your problem. On reenlistment you may request assignment to the Pacific which is guaranteed you. Then indicate Hawaii as first choice on your list of preferences. If there is no billet available, submit a request that you be placed on Com-AirPac's waiting list.—ED.

Naval Station Journal

SIR: This naval station prepares a smooth typewritten station journal by using additional sheets of the Deck Log—Additional Remarks Sheet (NavPers 135, Rev. 1-51).

If a station journal is kept in a standard stock record book in ink, wouldn't this suffice as a "permanent record" to meet the requirements of Article 0792, Navy Regulations?

I am sure that the answer to this question would be of prime interest to all commands of the shore establishment.—H. W., YN1, USN.

• The format or style of a naval station journal is left to the discretion of the commanding officer. There are no specific instructions requiring a certain type of journal for all naval stations, so the one you describe is adequate.—ED.

Underwater Headache (to the Enemy)

SIR: I would appreciate some information regarding the new Migraine IV submarines (designated as radar picket submarines) reportedly under construction at Portsmouth, N. H. I am especially interested in knowing if the crews to these boats will be assigned from both SubPac and SubLant as were the crews for the Migraine III boats recently commissioned at Philadelphia.—W. G. H., ETC(SS), USN.

• There are two radar picket submarines (SSRs) now under construction at the Portsmouth Navy Shipyard, Portsmouth, N. H. Present completion dates are scheduled for the latter part of 1956. The commissioning crews will be furnished by either one or both of the Submarine Force Commanders. Since you are attached to SubPac, if you desire duty as a member of one of the commissioning crews, you should make your preference known to Commander, Submarine Force, U. S. Pacific Fleet.—ED.

Passed Over for Promotion

SIR: I am a lieutenant, USN, with present date of rank of 1 Apr 1946. In 1953 and 1954 I was passed over for lieutenant commander. Under the Officer Personnel Act of 7 Aug 1947, as amended 28 July 1954, how long will I be retained on active duty? Will my release be automatic, or must I submit a special application?—R. E. F., LT, USN.

• The 1947 Officer Personnel Act provides that lieutenants and lieutenants (junior grade) who twice failed to be se-

Morrison Had Short but Heroic Career, Earned Two NUCs

SIR: USS *Morrison* (DD 560) was missing from your January list of Navy ships which have received more than one Navy Unit Commendation. Evidence of *Morrison's* two awards may be found on page 20 of the Navy and Marine Corps Awards Manual.—S. B., Ex-SO2, USNR.

• You are correct. *Morrison* not only won two NUCs—she won them in a life span which barely encompassed 22 months.

In brief, here's her record: DD 560 slid down the ways on 4 Jul 1943. Fitting out, commissioning and shake-down were completed rapidly enough for the ship to arrive in Pearl Harbor on 1 Mar 1944, en route to the fighting area. After serving as a tanker escort during Fleet raids on Palau; Hollandia, New Guinea; Truk, Satawon and Ponape, *Morrison* headed back to Pearl to train for the invasions of Saipan, Tinian and Guam.

Action in the Saipan area occupied DD 560 from 17 Jun 1944 until 2 Aug 1944, when she was ordered to duty with Task Force 58 for the invasion of Guam.

By 13 August *Morrison* had finished her screening duties with the Guam invasion force. She then began operating with Task Group 38.3 on a series of raids in the Philippines.

The action for which *Morrison* won her first NUC occurred on 24 Oct 1944 while TG 38.3 was off Samar. DD 560 was ordered to aid the carrier *Princeton* (CV 37), badly hit by a Japanese bomb. Shortly after noon, *Morrison* came alongside *Princeton* to assist in fighting fires. She had just reached her position when *Princeton*, drifting and rolling heavily in the foul weather, wedged the destroyer's mast and forward stack between her uptakes.

Then, in the words of her first citation for the NUC, "*Morrison* rode in irons for almost an hour and, with heavy debris falling on her decks and with communications handled by word of mouth, efficiently rigged hoses and aided fire fighting parties, standing by the carrier until fires were under

control. Later, when a terrific explosion blew off the major portion of *Princeton's* stern, she immediately dispatched boats to assist in the rescue of survivors and recovered almost four hundred men from the sea."

Dropping her *Princeton* survivors at Ulithi, *Morrison* headed for San Francisco and repairs to the heavy damage caused by her broadside "bullfight" with *Princeton*.

Morrison was back in the war area by Okinawa's D-day minus seven, however, participating in bombardment, night harassing fire and off-shore patrols.

DD 560's second NUC—and her end—were the result of radar picket action in the Okinawa area on 4 May 1945. But let the citation tell the story of *Morrison's* action on that bright, clear May morning:

"Promptly opening fire on a group of more than forty Japanese planes which penetrated our aircraft screen to attack the ships of the radar picket station, USS *Morrison* skillfully fought off the determined attackers for over an hour and, with her own gunfire, shot down five aircraft before they could complete suicide dives. Maintaining a steady barrage against the overwhelming force, she gallantly continued in action despite severe damage from four suicide planes which

struck her in rapid succession, fighting resolutely until she went down shortly after the last hit. Her sturdy and valiant service under a prolonged suicide-bombing attack contributed to the effective defense of our ships and reflects the highest credit upon *Morrison*, her courageous officers and men and the United States Naval Service."

Incidentally, the phrase "sturdy and valiant service" reminds us of the Civil War cox'n for whom USS *Morrison* (DD 560) was named. He was John G. Morrison, Coxswain, USN, born in 1836 in Lansingburg, N. Y.

According to the Navy Department's General Order 59—dated 22 Jun 1865—*Morrison*, while serving as coxswain on board USS *Carondelet*, was commended for meritorious conduct in general and especially for his heroic conduct and his inspiring example to the crew in the engagement with the Rebel ram *Arkansas* (in Mississippi's Yazoo River on 15 Jul 1862). Although *Carondelet* was badly damaged, with several of her crew killed and many wounded, and others almost suffocated from the effects of escaping steam, *Morrison* rallied his shipmates when boarders were called on deck—and was the first to return to the guns and give the ram a broadside as she passed. He was awarded the Medal of Honor.—ED.



USS MORRISON (DD 560) holds two NUCs for battle action off Samar, Philippine Islands, and the Okinawa operation during World War II.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss Enterprise* (CV 6).—All personnel, ship's company and air groups are invited to attend the second annual reunion to be held 3, 4 and 5 September at the Knickerbocker Hotel, Chicago, Ill. For information and reservations, write to Hank Sabbatis, 18905 Maplewood Ave., Cleveland, Ohio, or Bob Flagg, 2005 Snyder Ave., Canton, Ohio.

• *uss Kidd* (DD 661) and *uss Black* (DD 666).—The seventh annual reunion will be held 12, 13 and 14 August at Hotel Sheraton Park, Washington, D. C. Contact James Cox, 701 Glenwood Ave., Baltimore, Md.

• *uss LST 850*.—All members are invited to attend the first reunion to be held 20 and 21 August in Wellsville, N. Y. Contact Hugh Freer, 64 S. Highland Ave., Wellsville, N. Y.

• *uss Ludlow* (DD 438).—The fifth annual reunion will be held 5, 6 and 7

August at Hotel Vanderbilt, New York City. Further information may be obtained from Cal Custy, 31 Sunbright Drive So., Meriden, Conn.

• *uss Quincy* (CA 71).—The fourth annual reunion will be held 12, 13 and 14 August at Hotel Governor Clinton, New York City. Contact Edward Moore, 173 Carlton Terrace, Teaneck, N. J.

• *59th Naval Construction Battalion*.—The third reunion will be held 26, 27 and 28 August, Charlotte Hotel, Charlotte, N. C. Write to Fred Harsch, c/o Wilder Bldg., Charlotte, N. C.

• *Seabee Veterans of America*.—The ninth annual reunion will be held 12, 13 and 14 August at the Hotel Hayes, Jackson, Mich. Contact N. P. Sercombe, 516 N. Milwaukee St., Jackson, Mich.

• *First Beach Battalion*.—A reunion is being planned to be held in Philadelphia, Pa., 1 through 5 July. Those interested may contact Charles F. Speraw, 311 E. Marble St., Mechanicsburg, Pa.

• *Navy V-12, (Central Missouri State College)*.—It is proposed to have a reunion of all personnel in this unit on campus during 1943 to December

1945 for 12, 13 and 14 August. Further information may be obtained from Irvin L. Peters, Central Missouri State College, Warrensburg, Mo., or Irl Gladfelter, Director of Alumni Relations, Central Missouri State College, Warrensburg, Mo.

• *uss LCI 673*.—All hands who are interested in a reunion with time and place to be decided, may contact Mr. John H. Norton, New Clappett Bldg., 1559 Post Rd., Fairfield, Conn.

• *Fleet Marine Force* (1st, 3rd, 5th & 6th *Marine Divisions*).—All personnel who served in the FMF, including aviation, are invited to attend the FMF Concurrent Reunions in Washington, D. C., 24-25 June, whether or not they served in one of the divisions named. The First Marine Division will meet in the Hotel Willard; Third Division at the Hotel Raleigh; Fifth at the Hotel Statler; Sixth, Mayflower Hotel. For more information concerning First Division, write to Box 84, Alexandria, Va.; Third Division to Col. R. F. Crist, USMC, Headquarters, Marine Corps, Wash., D. C.; Fifth Division, Mr. Waller R. Miller, P.O. Box 1907, Wash., D. C.; Sixth Division, Col. V. H. Krulak, USMC, Headquarters, Wash., D. C.

lected for promotion will be honorably discharged on 30 June of the fiscal year in which they failed for the second time to be selected. The action is automatic and requires no action on the part of the officer concerned.

In your case, you were considered but not selected by the 1954 and 1955 selection boards. However, inasmuch as all selection boards, since 1 Jul 1954, have been convened pursuant to the Officer Personnel Act, as amended, your failure before the 1955 selection board is counted as your first under this law. Unless otherwise rendered ineligible, you will be considered by the next applicable selection board convened in the fiscal year 1956. Good luck.—Ed.

Wave Overseas Eligibility List

SIR: Could you give a rundown of overseas stations where Waves may request duty and also the procedures to be followed? I am particularly interested to know if Waves may be sent to South America.—M. E. Z., YN3, USN(w).

• In the Pacific there are Waves serving at Pearl Harbor and Japan. In the Atlantic there are a few at London, England; Paris, France; and Naples, Italy. There are none in South America.

Waves interested in overseas duty should submit an official request to be placed on the overseas eligibility list. The information is given in BuPers Inst. 1306.10A or 1306.6A.—Ed.

Travel via MATS or MSTs?

SIR: The February issue of ALL HANDS (p. 24) stated: "Dependents of personnel attached to ships operating in the Mediterranean are not eligible for travel via MATS aircraft on a space available basis but they are eligible for space available travel via MSTs vessels provided the ship will be in the area for six months or more."

According to OpNav Inst. 4630.14, "All dependents of naval personnel entitled to government transportation will be authorized to travel via government air when available and when so requested . . . Departmental or field authorities empowered to issue travel orders will authorize or direct travel of all personnel by air as appropriate to . . . and promoting morale."

Therefore, as I understand it, a person on active duty whose family is with him in the Mediterranean area and whose ship is there for six months or more, is entitled to government transportation for his dependents on space available basis. If he requests it he will be authorized government air travel, if available. Is my interpretation right?—T. L. A., Jr., CDR, USN.

• The statement made in ALL HANDS is correct. None of the categories of passengers eligible for travel in MATS aircraft are applicable to travel of dependents on a space available basis.

The categories of those eligible as outlined in OpNav Inst. 4621.3 are applicable only to travel in MSTs vessels.

Likewise, the categories outlined in OpNav Inst. 4630.12 are applicable only to travel in MATS aircraft.

Your interpretation of the instructions may arise from the language used in OpNav Inst. 4630.14. The words "entitled to government transportation" actually mean "entitled to transportation at government expense." The fact that dependents may be "eligible" for travel by one mode of transportation does not necessarily imply that they are eligible or entitled to travel by another mode of transportation.—Ed.

BAQ for Adopted Child

SIR: My wife and I adopted a baby on 15 Jun 1954. While no formal papers were signed at that time the baby was ours in every respect, but the personnel office told me I couldn't have my records adjusted until after the adoption was final. In this case, no additional BAQ is involved. However, as soon as this adoption clears the courts we plan to adopt another child and additional BAQ will be involved. Do you think I'll be able to get additional BAQ for the second child before its adoption is final?—A. G. H., ATC, USN.

• Yes—a child will be considered an eligible dependent for purposes of basic allowance for quarters or government transportation upon entry of the interlocutory decree of adoption or adoption decree though the adoption may not be final for a certain period of time.—Ed.

Smog's Fog in Log

SIR: How would you classify "smog" in the deck log columnar sheet—A. A. A., QM 3, USN.

• Rough deck log form NavPers-130 contains instructions for numerals to be used in recording weather in the deck log columnar sheet. The numeral designated for fog should be used to record smog in deck log columnar sheet.—ED.

No Wave LDOs

SIR: I note that the latest instructions and notices on Limited Duty Officer qualifications state that the program is for male personnel only. I have been wondering if the Bureau intends to open this field to women since many of us now on active duty have the required 10 years' service. M. A. W., YNC, USN(W).

• No plans or provisions are being formulated at present to allow women enlisted personnel to apply for LDO, and none are contemplated. There are other officer procurement programs now in effect for which women are eligible and if you are interested in advancing to officer status ALL HANDS suggests you contact your personnel officer.—ED.

Streamers on National Ensign

SIR: Ever since the servicewide examinations last August, a friend and I have been hunting the answer to the following question: Who authorizes the placing of black crepe streamers on the national ensign?

We are both attached to a signal gang, so have access to all publications concerning uses of the ensign, but we have had no luck in our quest so far. We would appreciate your help.—P. Q., QMSN, USN.

• Your best unofficial source material on the subject of draping the flag with black crepe streamers is "The Flag of



MEN from USS Kermit Roosevelt (ARG 16) worked around the clock, salvaging cargo, gear and repairing equipment of SS Cornhusker Mariner.

the United States, Its History and Symbolism" by James A. Moss. Pages 170 and 171 of that book contain special rules based on the flag code.

The basic rules are as follows:

1. Since the flag symbolizes the nation, it should be half-masted or dressed with crepe only in cases where it is appropriate to indicate that the nation mourns. If it is desired to show that a state, a city, a club or a society mourns, then the flag of that state, city, club or society should be half-masted or dressed with crepe.

2. The flag should not be both half-masted and dressed with crepe at the same time, nor should it ever be tied in the middle with crepe for the purpose of indicating mourning.

3. To indicate mourning when the flag is fastened to a small staff, as when carried in a parade, two streamers of black crepe of suitable length are at-

tached to the spearhead, allowing the streamers to fall naturally.

4. To indicate mourning when the flag is not on a staff but is displayed flat, a black crepe bow-knot, either with or without streamers, is placed at the fastening points.

Another source of the information you seek is DNC 27, "U. S. Naval Flags and Pennants." According to that publication—page A-2, Sect. 3(m)—"Crepe streamers may be affixed to spearheads or flagstuffs in a parade only by order of the President of the United States."

Also, Article 2195 of "Navy Regulations" discusses the display of personal flags, command pennants and commission pennants in funerals ashore. The draping in mourning of these personal flags in a funeral procession is discussed and may have some bearing on the specific question asked in the examination—ED.

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Have Bell Bottoms—Will Travel

WHILE EATING LUNCH in an Oslo, Norway, cafe the young seaman turned to his companion, "Say Boats, maybe you can explain something to me. All day people have been coming up and tapping me on the back. When I turn around to find out what



they want, they just nod and continue on their way without saying a word. What's the scoop?"

The second class boatswain's mate leaned back in his chair, "You, my young friend, have been playing an important part in one of the oldest traditions concerning seagoing men." He paused for effect, then continued, "It's an old Scandinavian belief that men of the sea, who have just completed a long voyage, are lucky. Here in Oslo the tradition has grown up that by touching a sailor the luck will be transmitted. But that isn't all. To have the luck passed on, they must touch a sailor in one particular spot, the stars on the back of his collar."

This little incident illustrates one of the many legends and traditions concerning the uniform worn by American bluejackets. They all help make it the best known and most easily recognized uniform worn by any member of any armed force in the world today. From Hong Kong to Paris, from Alaska to Buenos Aires, the American sailor's uniform is



known and recognized without a moment's hesitation.

Why are the famed "bellbottom trousers, coats o' Navy blue" so well known? There are two prime reasons. First, over the years the uniform has defied any radical changes. Second, over those same years, the

American Navy has visited almost every major port in the world, giving every nationality a chance to see and become familiar with the uniform. In some cases many years may have elapsed between visits, but when the U. S. Navy returned, the uniform was the same and there was no mistaking the identity of the men wearing it.

It's not only in the port cities that people recognize the American sailor, as a couple of Navymen found out when they wangled a special liberty pass from their ship for a week-end trip to Brussels, Belgium. The two were sure that they would not be recognized as U. S. Navymen, since American sailors seldom have a chance to get that far inland.

They soon found out that they were mistaken. Within an hour a distinguished looking man approached and asked, "Aren't you American sailors?"

He went on to explain that during



World War I he had run into some "Yank" Navymen and he had no trouble identifying the two from what he could remember of the uniform. He then went on to tell several sea stories about the Navy and especially about the uniform. Like a great majority of both Navymen and civilians, he had heard that the stripes on the sailor's collar represented the three great victories of Lord Nelson, the great English admiral, and that the neckerchief had first been worn as a mourning badge for him.

As romantic as those two anecdotes may sound, historians and researchers can find no basis in fact to support them. The origin of the stripes on the collar precedes Lord Nelson's day when the British Admiralty put all enlisted men in the same uniform. Until that time, each had dressed pretty much to suit his own taste, in so far as his pocketbook would allow.

The board that met to discuss the uniform for the ratings, found that a great majority of the men had taken

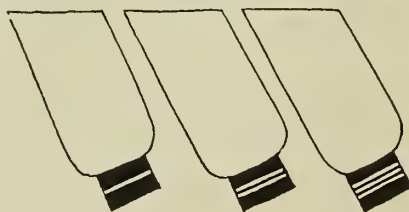
to embroidering their collars with various types of white striping. Since the men seemed to like this decoration, the board recommended that there be uniformity and for some reason which has never been disclosed, picked the three stripes that now



adorn the jumpers of both the U. S. and British Navy.

Later, when the American Navy had occasion to design a uniform for the men, the stripes on the cuffs of the jumper were added, but with a special significance. Petty officers, seamen and first class firemen wore three stripes, ordinary seamen and second class firemen wore two and landsmen, coal heavers and boys wore one. This same system remained in effect until after World War II when all enlisted men were authorized to wear three stripes on their cuffs, regardless of their pay grade or occupation.

The legend concerning the neckerchief serving as a mourning badge for Lord Nelson has never been supported. The origin of the neckerchief seems to have come from an even more practical use than the stripes. In the early days of both the U. S. Navy and the British sea service, the old-time sailors lacked the facilities of a barber shop and as a result would let their hair grow long during their time at sea. To keep the hair



out of their way, they braided it into a pigtail, and this soon became a mark of a sailor.

To keep their jerseys clean, the salts started wearing either a bandana or a detachable and washable collar. This not only cut down on the amount of laundry, but also helped

conserve fresh water during long spells at sea.

While today's uniform for the first six pay grades of Navy enlisted men hasn't changed radically over the years, there was a time when it looked as though it were going to get a complete overhaul. Shortly after World War II there arose a clamor for a uniform change, with those boosting the change claiming that



many parts of the uniform had outgrown their usefulness. Their specific complaints referred to the collar, neckerchief, jumper and bell bottom trousers.

In Washington the Uniform Board, after many trials, came up with a completely different outfit as a possible new uniform for Navymen. It was a smart looking outfit, consisting of a jacket, shirt and tie; trousers with a fore and aft crease, and an overseas cap. Those who had recommended a change were satisfied. Then the uniform was given the acid test. It was sent to the backbone of the Navy, the operating forces, for appraisal and comments.

The sailors in both the Atlantic and Pacific Fleets were given a chance to see and try the new uniform. The reception it received set off a chain reaction that would have compared favorably with an H-Bomb.

The men in the Fleet took one look at the proposed uniform and started writing letters by the barrelful. Some were lengthy, going into great detail as to why the uniform was impractical for men at sea. Others



were short, but equally eloquent, as witness the few choice words voiced by an unknown petty officer: "Dear Sirs; It ain't Navy. Respectfully."

The arguments against the proposed uniform were many and ranged from a lack of space in which

to store it, to the lack of comfort as compared to the traditional uniform. It was stated, and with good reason, that a combatant vessel in the Navy just doesn't give every man enough room to hang a coat, pants and the several shirts which would be needed.

In addition, argued the men, ship-board laundry facilities just weren't big enough to handle the job of keeping white or blue shirts cleaned and pressed for the entire crew.

There was also the matter of sheer comfort. Almost every letter stressed the fact that for both working and liberty the proposed shirt, tie and coat couldn't begin to compare with the open necked jumper.

In this respect, it is interesting to note the opinion of a man who definitely needs comfort and ease of movement in clothes in his line of work, Gene Kelly, one of today's foremost modern dancers and also a former Navyman. In an interview with Mr. Kelly, this writer asked why it



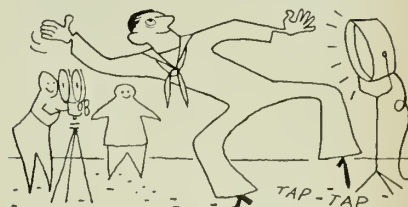
was that so many musical productions were staged with the dancers wearing the bluejacket's uniform.

At the time, Mr. Kelly was working on a picture in London, England, and was wearing a Navy uniform. "It's like this," he said, "one of the first things that any dancer looks for when he is planning a big number, is an eye-catching costume. One that the spectator immediately associates with himself or some particular element with which he is familiar. For that, the Navy uniform can't be beat. Another, and even more important reason for many dancers in bell-bottoms, is the comfort of the uniform. As you know, a dancer needs more than the usual amount of freedom of movement and this uniform," pointing to the one he wore, "doesn't hinder in any way."

That is an expert's opinion on the comfort afforded by the uniform, but it isn't necessary to go any further than the nearest CPO to reinforce that theory. Granted that men who wear the fore and aft rig like their uniform, but when asked how it compares for comfort with a bluejacket's

uniform, nine out of ten will reply that the bell bottoms are far superior.

When the shouting and tumult about the new uniform died down, the Uniform Board tallied the results. They found that the men who would have been slated to wear it were strongly against the change. They wanted to keep the one they had. The final score was 79 per cent in favor of the current uniform, 13 per



cent wanted the new one, and eight per cent did not care or gave no opinion. The proposed idea was immediately shelved.

Since that time, the only minor change in the basic uniform has been the addition of a fly front on the trousers, replacing the old 13 button style. However, there are still many old salts, and some of the younger ones too, who prefer the 13-button style with an almost fanatical devotion, and who deplore the day when they will have to be replaced with the new trousers.

In this respect, there has always been a belief that the 13 buttons on the old style trousers represented the original 13 colonies of the U. S. Like so many other stories, there is no basis for this one. Actually, before 1894 the trousers had only seven buttons. It wasn't until the broadfall front was enlarged that the 13 buttons were put on the uniform and then only to add to the symmetry of design.

Strange as it may seem, during the U. S. Navy's first forty years of ex-



istence, there was no prescribed uniform for the enlisted men. During that time various orders and regulations provided for officers' uniforms, but nowhere can be found any mention of what the men before the mast were supposed to wear.

Despite the lack of regulations the

EMs of those days did have a certain uniformity about them. Most of the clothes they wore were purchased aboard ship and charged off to their pay. The ship would stock up on basic items of wear, such as jerseys, pants and caps, before any long trip. These would all be the same design, and during any extended tour of duty it



was a sure thing that everyone would be wearing those items by the time the ship returned to the U. S.

That didn't provide for complete uniformity throughout the Navy, however, as each ship did its own buying and it was up to the skipper of the individual ship to decide what type of clothing would be stocked. As a result, the clothing worn varied greatly from ship to ship. In this connection, one of the first recorded descriptions of an enlisted man's uniform comes from Navy files telling of the arrival of Commodore Stephen Decatur in New York with the frigates *United States* and *Macedonia* in 1813. The files disclose that the sailors were clothed in "glazed canvas



hats with stiff brims, decked with streamers of ribbon, blue jackets buttoned loosely over waistcoats and blue trousers with bell bottoms."

It was three years later before the first regulations concerning the EMs' uniform were sent to the Navy. They came from Secretary of the Navy Crowninshield in September 1817 and both a summer and winter uniform were described for general wear throughout the Navy. The summer uniform was described as, "a white duck jacket, trousers and vest." The winter uniform prescribed was similar to that worn by Decatur's men and was to be, "Blue jacket and trousers, red vest, yellow buttons and black hat."

Secretary Crowninshield's regula-

tions also provided that when men were employed in washing the decks they were to be barefooted and have their pants rolled up. From this it has been generally acknowledged that the original purpose of the bell bottoms was to facilitate pulling the bottoms up over the knee when swabbing down the decks. This throws another old idea out the window, namely the school of thought that maintains that bell bottoms were designed so they could easily be slipped off in an emergency when abandoning ship.

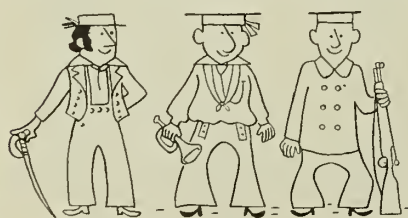
Take away the vests from those 1817 uniforms, add a few minor changes and additions such as the rating badges, which were first introduced in 1866, and you have the uniform that today's Navyman wears. A uniform that can be rolled up,



packed tightly in a seabag, carried halfway around the world, unrolled and worn without pressing or other maintenance and yet retain a smart appearance.

There is another big advantage to the rolling and packing procedure. You can, with little strain, get all the uniforms you need for an extended tour of duty in one seabag or one small locker aboard ship.

While various parts of the uniform do not, in the modern-day Navy, perform the function they were originally intended for, the prime function of the over-all uniform is still the same. It serves to identify the



Navyman as a member of the finest outfit in the world. Whatever arguments may arise in the coming years over the uniform, there is no denying that no matter where you see a sailor you know he, like the uniform, is NAVY.

—Bob Ohl, JOC, USN.

Navy Uniform Worn by

THE UNIFORM worn by officers and chief petty officers is, like the bluejacket's outfit, one of the most distinctive in the world.

Down through the years this uniform, which is shared by commissioned officers, WOs and men in the highest enlisted grade, has rated tops in prestige. And like the enlisted uniform, it is immediately recognized as the garb of the seafaring man, not only in this country but by citizens in all corners of the globe.

While there is a lengthy tradition in the badges and insignia representative of the officer's and CPO's uniform, the uniform itself has undergone a great deal of change over the years, and many of the changes have been major ones which have completely altered the appearance of all concerned.

It is doubtful if a naval officer, vintage 1776, would be recognized if he were to step aboard one of today's Navy ships. He would be dressed in an outfit made up of a blue coat with red lapels, a standing collar, flat yellow buttons, blue breeches and red waistcoat. This was the first uniform for officers of the Continental Navy as prescribed by the Marine Committee during the Revolutionary War.

In those days of low pay, when a captain made less than a seaman does today, it is doubtful if many of the officers ever gathered together a complete outfit as prescribed. For the most part, in those early days, the captains dressed pretty much as tastes dictated.

Following the British surrender the Navy was put under the office of the Secretary of War and the first official regulations concerning the dress of an officer of the U.S. Navy were issued.

That uniform was described as a blue coat with buff lapels and gold epaulets. The buttons were of yellow metal having a foul anchor and the American eagle on them. The trousers were to be of the same material as the coat. A few years later laced gold, for decoration only and not to denote rank, was added to the uniform and the officers became a colorful group.

Keeping pace with the civilian

Commissioned Officers, Warrants and CPOs Has Long History Too

dress of the time pantaloons were introduced into the Navy in 1813 when warrant officers came in for their first attention, uniformwise. The uniform regulations covering warrant officers said that they should be decked out in a uniform comprised of a short black coat with six buttons on the lapel, and rolled cuffs. They were to wear blue pantaloons, a white vest and a round hat with a cockade. Several years later the warrant's uniform was modified to include a doublebreasted coat with the lapel buttoned back, a white vest and white pantaloons.

A move towards simplicity in the



officers' uniforms is recorded in 1841 when the laced gold was removed and the only indication of rank was the number of buttons on a coat. A captain's full dress coat was ornamented only with two rows of nine buttons down the front, four buttons on the top of each cuff and three on the skirt of the coat. Officers with lesser rank wore fewer buttons.

It soon became an acknowledged fact that something else was needed to denote rank as people not familiar with the uniform couldn't decide what rank the officer they were addressing held.

Accordingly, in 1845 epaulets came back to the uniform with varying size stripes for the different ranks. It is interesting to note that the description of the sword belt worn then is the same as that now worn for formal occasions.

When, during the Civil War, the rank of admiral was established, the first gold stripes on the sleeves of all officers' blouses were added to indicate rank. At the same time the uniform was changed completely and was composed of a frock coat with epaulets, a cocked hat, a sword and plain pantaloons. The gold stripes ranged from eight quarter

inch stripes for the rear admiral, down to one stripe for an ensign. At that time a star was added on the sleeve of all line officers to distinguish them from staff corps officers.

For some time after that the uniform remained the same, but when a change did come it came in the form of the forerunner of the officers' uniforms worn today. In 1877 the form fitting, single breasted, service blue blouse and trousers with a fly front were adopted. Sleeve stripes remained the same and that uniform became the Navy uniform until after World War I.

Uniform Regulations of 1886 provided for the first enlisted men, as such, to wear a new style of trousers differing from the traditional bell bottoms. First class petty officers (the CPO rating did not exist then) were given authority to be outfitted in a double breasted coat with a rolling collar, five gilt buttons on each breast and trousers the same as the officers.

The rate of chief petty officer was included in the rating structure in 1893 and the new CPOs were given the uniform provided earlier for first class petty officers. The 1st class reverted to bell bottoms at that time.

Since that time the uniforms of the officers and chiefs have grown to be more and more alike, until today the only difference is in the indication of rank and rate.

In 1899 the rank of chief warrant officer was established. The warrants wore the same uniform as other officers by this time, except for sleeve markings, and it became necessary to design a special distinguishing sleeve mark for the chief warrants. The resulting half-inch broken stripe was worn until recently.

The single breasted blouse remained a fixture in the Navy until World War I, when there developed demand for a double-breasted blouse. That was adopted in 1918 and, at the same time, all collar marks on the service coat were eliminated, leaving only the sleeve markings as identification.

Two new specialties that have developed greatly since World War I have been responsible for two additions to officers' uniforms. The

aviation branch found that blues were unsuitable for flying, and as a result the green uniform was adopted for duty involving flying. The men of the submarine forces found the blues too warm and bulky for wear while in the boats and khakis supplied the answer. These soon became the official summer uniform for all officers and CPOs.

Recently there have been only minor changes to the officer's and CPO's uniform. What changes have been made were in the interest of comfort or styling and haven't outwardly changed the over-all appearance of the uniform.

Today's officers and CPOs have uniforms for varying needs and different geographical and climatic conditions, outfits that are adaptable to service in any and all parts of the world.

These range from the smart blue uniform, so traditional among all Navies, to the new tropical uniform recently approved by the Uniform Board.

In addition to those two, the officers and chiefs have the service dress and working khaki uniforms; aviation green for those who fly and dress whites for official functions.

The new tropical uniform is a cool and practical outfit composed of white or khaki trousers, with an open-neck, short-sleeve shirt. Shoes, socks and cap cover match the rest of the uniform, either white or khaki.

Before the change shorts had been substituted for the trousers but the long trousers will fill the need for a uniform that is more dress than shorts, yet cooler and more practical in hot weather than either the service khaki or white service.

Added to that list is the dungaree uniform which officers and chiefs often wear when involved in work that would damage or soil their other outfits.

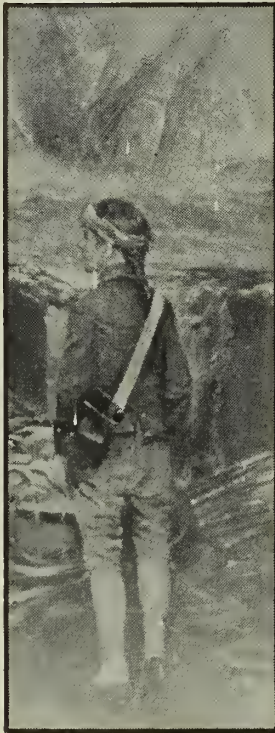
Taking all things into consideration Navymen, officer and enlisted, take a prominent place on the list of the best outfitted men in the world. They wear the uniform of the sea service with the pride that is expected of representatives of the strongest Navy in existence.

NAVAL UNIFORMS

The uniform of the U. S. sailor has always been a colorful part of the styles of the day. Here is a progression of our N



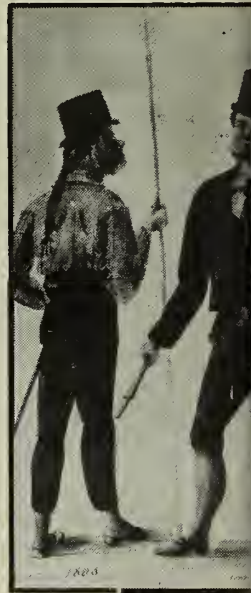
Officer 1775



Powderboy 1775



Enlisted man 1797



Enlisted 1803

First Navy uniforms were as varied as the men wearing them. With no uniform regulations volunteers wore what they had. Enlisted garb reflected the bold spirits of the new Navy while officers tended to follow the uniform specifications of old world navies.



Enlisted man and Officer 1813



1836 Enlisted man



1840 Midshipman

In 1841 black hat, shoes, and handkerchief, were added to 1818 regs. Insignia was not mentioned prior to 1841, but then, boatswain's mates were to wear an eagle and anchor on right arm. Ornamental shirt of 1836 was not regulation, but often worn.

ROUGH THE YEARS

life and traditions of the naval service, carrying its influence
arm recorded in contemporary drawings and photographs.



5-1810



Officer and Enlisted men 1812



Enlisted man 1812



Officer 1813

Later each ship began to have general uniform specifications set up by the captain, but these were still drawn from clothes of the day. Navy Regs of 1818 began to call for Navy-wide attire requiring blue jacket, blue trousers, and yellow-buttoned red vest.



Officers 1840



1850 Enlisted man



1860 Enlisted man

By 1840 officers had specific uniform requirements even to buttons and decoration on a sword. Just prior to Civil War, enlisted men had uniform specifications but since they were to make their own, there was still a bit of individuality among the ranks.

NAVAL UNIFORMS THROUGH THE YEARS *continued*



Enlisted man 1860



Enlisted man 1860 Whites



Naval Light Infantry 1861



Enlisted man 1864

In 1852 a star was added to the petty officer's insignia of 1841. The flat hat that was the forerunner of the one worn today made its first appearance in 1860. Cuff markings came into existence in Navy regulations of 1866 and have remained.



Officer 1886



Dress Whites 1886



Enlisted Blues 1886



Enlisted Whites 1886



Naval Constructor 1888

Enlisted ratings were first arranged in a manner similar to present system in 1885. Classification ranged from First Class Petty Officer to Third Class Seaman. Later, rating badges using eagles and chevrons for the first time were authorized to be worn.

Prepared by ALL HANDS Magazine



Rear Admiral 1864



RADM Full Dress 1865



Race Boat Crew, USS Hartford, 1866

Every detail of officer's uniform was covered in regulations by 1864. The insignia on top of hats (1886 crew) was originally to keep 'snipers' aloft from shooting down men. Later, it was carried on as an ornament and is on Marine officers' hats today.



Lieutenant 1893



Midshipman 1893



Master-at-Arms 1893



Petty Officer First Class 1893

Other changes in 1885 included gold lace chevrons for POs with three consecutive gold conduct badges and the watch mark was moved up to extend directly around sleeve at shoulder. CPOs came into being in 1894 with special rating badges.

June 1955

continued on next page

NAVAL UNIFORMS THROUGH THE YEARS *continued*



Rear Admiral Dress; Commadore, Surgeon Undress and Various Enlisted men's uniforms of 1899.

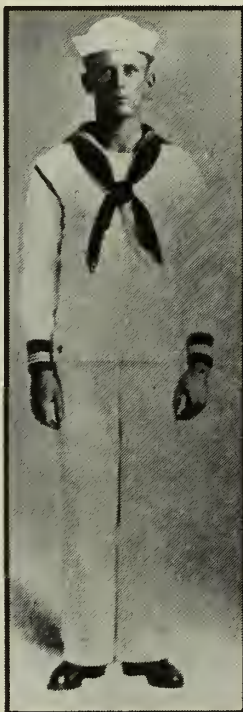
Following the Spanish American War, when the United States became a recognized naval power, enlisted men's and officers' uniforms of 1899 had become more distinctive, in keeping with the record at sea of both the Navy men and new steel ships.



Lieutenant 1913-1917



Chief 1917



Enlisted Whites 1917



Naval Aviator 1920



Plebe 1943

World War I brought with it Naval Aviation and a new uniform for flyers in 1920. Academy midshipmen received a dark band around their white hats. The Navyman's uniform was becoming more practical, changing to meet modern needs of war.

Prepared by ALL HANDS Magazine



Coxswain and CPO 1905



Enlisted man and Officer 1906



Special Full Dress RADM, and Gunner 1913



Non-rated men of the seaman branch were authorized to wear branch marks on the right sleeve and rated seamen were authorized rating badges on right arm in 1912. In 1917 there was a special full dress uniform for gunners pictured at right.



WW II Gunner and Recruit



Chief Today



1948 change in uniform trousers

WW II found Navymen adding steel helmet and life jacket to fighting gear, 'boots' were leggings and chiefs lost a button off their jackets. All rates moved to left arm. Biggest change was departure from button front and addition of new slash pockets.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

Sweeping from the Air

"Aerial 'sweeps"—helicopters towing conventional mine sweeping gear—have been tested successfully by the Navy and a commercial manufacturer of "windmills" in the Gulf of Mexico. The tests were made in late 1952 and 1953 with the HRP-1 and the H-21, both tandem rotor model helicopters, which were fitted with a special tow bar and hook for picking up and streaming the Navy's standard double moored sweep gear.

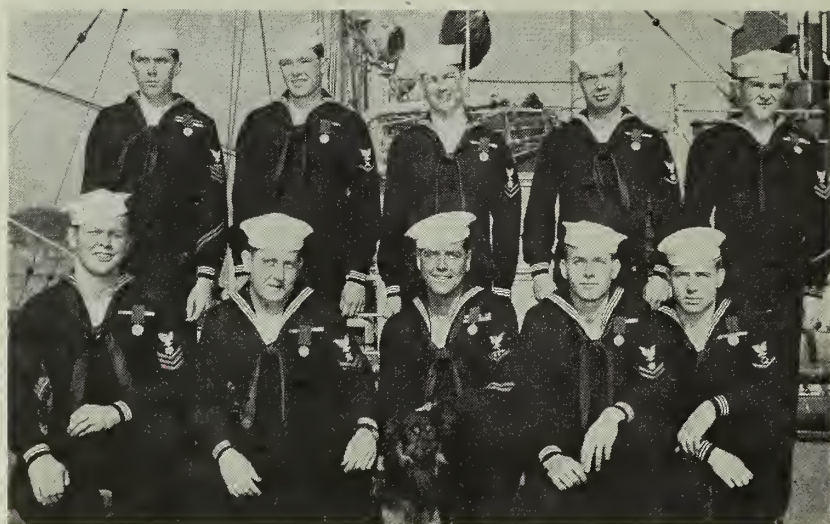
The helicopters operate in a nose-down position while towing sweep gear, allowing the rotors to provide a powerful "pull" in the desired direction of the sweeping run. The tests also showed that flying the 'chopper while towing is easier than normal flying since the pull exerted by the sweeping gear adds substantially to the helicopter's stability.

In actual operation it is expected that helicopters would be used only to sweep a narrow channel for moored mines. Then regular mine sweepers would be used to widen the area already swept.

Heart Radio

A tiny radio device which enables medics to keep a 24-hour check on a patient's heart and lung activity has been developed by medical scientists at the Aviation Medicine division of the Naval Medical Research Center, Bethesda, Md.

The new device consists of a miniature radio no larger than a pack of king-size cigarettes, and a battery power supply of similar size. A small electronic device and another small power supply pick up the heart



THIRD OF SHIP'S CREW OF USS *Waxbill* (AMCU 50) recently received Good Conduct Medals. *Waxbill* is attached to Fleet Activities, Yokosuka, Japan.

waves, heart sounds and breath sounds, changing them to electrical impulses which are then transmitted by the radio to receiving gear in the doctor's laboratory.

On his receiving equipment the doctor hears the patient's heartbeat and breathing, while a dial indicates the rate of beating and an automatic pen draws an electrocardiograph record. Permanent records of the heart sounds can be made on tape for future study.

Conceived by CAPT Norman Lee Barr, MC, USN, and developed under his direction, the tiny "heart hook-up" is expected to contribute to present knowledge of the heart's functioning. Previously heart rates and sounds could be studied only when the patient was completely inactive.

Operation Operation

uss *Odax* (SS 484) has come up with a new "operation." They call it "Operation Operation" and have put it into use twice during recent months.

Odax is cruising in the Mediterranean with the U. S. Sixth Fleet and on two occasions she has come up with a sick man requiring an appendicitis operation.

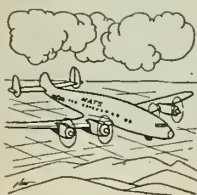
The first time the operation wasn't too complex, as the submarine was in the port of Algiers when Ensign David A. Phoenix was stricken. He was quickly placed in a boat and taken to *uss Northampton* (CLC 1) where the operation was performed.

The second "Operation Operation" was a little more dramatic. *Odax* was taking part in an exercise while en route to Genoa, Italy, and running submerged when Jack L. Parker, EMFN(SS), became another appendicitis victim.

The submarine surfaced and a boat from *uss Willard Keith* (DD 775) brought a doctor to the underwater raider. Soon after that a helicopter from *uss Antietam* (CVS 36) arrived on the scene to lift him to the carrier for the needed operation.

In both cases the men recovered from the operation in good shape.

YESTERDAY'S NAVY



On 1 Jun 1948 as a part of the unification of the Armed Forces, the Air Transport Command (ATC) and the Naval Air Transport Service (NATS) were consolidated into the Military Air Transport Service (MATS). On 3 Jun 1898 U. S. Navy attempted to close the harbor of Santiago by sinking the collier *Merrimac* at the entrance. On 17 Jun 1898 the Navy Hospital Corps was established by an Act of Congress as an integral part of the Medical Department of the Navy. On 25 Jun 1859 U. S. naval forces were involved in fighting on the Peiho River in China.

Forty-seven Years in the Navy

One of the longest and most unusual careers in the Navy ended last spring when LCDR Alexander Cecil Morris, usn, retired as leader of the U. S. Naval Academy Band at Annapolis, Md.

Although he was actually a chief petty officer, LCDR Morris was accorded the title and privileges of a commissioned officer. In addition, he was entitled to the pay and allowances under special legislation.

Morris who joined the Navy at the age of 18 celebrated his 47th anniversary of active service on 14 Nov 1954.

After his first enlistment, Morris left the Navy to study music in New York. Three months later, the leader of the Navy Band at the Brooklyn Naval Shipyard asked Morris to join his band. He re-enlisted and during the following six years at the Brooklyn Navy Yard he continued his musical studies at the National Conservatory.

In 1923 he joined a Navy band at the Washington Navy Yard as second leader—a position he held for 15 years.

During this tour of duty, Morris was assigned as band leader on the Presidential yacht *Mayflower* where he played for Presidents Coolidge and Hoover.

In 1938, Morris went to the Naval Academy Band at Annapolis as second leader with the rank of warrant officer. In 1947 he was appointed band leader and promoted to lieutenant. His appointment to lieutenant commander was effective in September 1953.

Morris has two sons at the Academy—Alexander, a second classman, and Marvin, a third classman. Another son, Charles Henry hopes to enter the Academy too and still another Navyman will be added to the family this month when daughter Barbara marries Midshipman first class Charles Russell Dedrickson.

Fleet Gym at Yokosuka

The Fleet Activities, Yokosuka, Japan, commissioned its new 1000-seating-capacity gymnasium last April at Berkey Field. The 80x225 structure has more than 20,000 square feet of hardwood floor space for indoor sports.

The main floor of the building contains two regulation basketball courts which can be subdivided into four practice courts. The gym also

has space for boxing rings, weightlifting, wrestling and gymnastics. The showers, dressing rooms, first aid room, office and storage space are located along one side.

The Fleet Gym, which was being used for all indoor contests in Yokosuka, will now be used exclusively for contests between teams from visiting ships.

20,000 Feet Under the Sea

If you have gotten the idea from recent movies and books and articles by skin-divers that the great depths of the sea are a fairyland of sunken galleons and castles of coral through which myriads of brilliantly-hued fish and other fantastic creatures stream back and forth, you're going to be disappointed.

Likewise, you might as well abandon any notions you might



DAVY JONES'S locker turned out to be a 'mud pile' full of 'worm' holes when ocean bottom was filmed.

have of fearsome monsters lurking in the greatest ocean depths.

This disillusioning news comes from the U. S. Navy Hydrographic Office, Suitland, Maryland, which has just released a picture of the greatest ocean depth ever photographed. This record-breaking photograph was made by oceanographers of the Hydrographic Office at a depth of 20,800 feet in the Sargasso Sea, about 1000 miles seaward of Cape Hatteras, N. C.

And all this picture shows is a blank bottom of mud, pocked here and there with holes made by unknown marine creatures. These organisms, which may be worms, apparently were too bashful to stay around and have their picture taken. The sinister-looking black object in the lower left of the picture is not some weird monster hitherto unknown to science, but only light for picture.

A 14-foot long camera assembly in the shape of a pipe and built of aluminum tubing, was used to take the picture. This camera was lowered from the *uss San Pablo* (AGS-30), one of the oceanographic survey ships of the Hydrographic Office by means of a special wire run down from an oceanographic winch. Attached to the camera was a sampling device which took a 20-inch core of the ocean bottom. It took two and one-half hours to lower and raise the camera to take the picture. The camera itself was contained in a heavy case capable of withstanding water pressures as great as 12,000 pounds per square inch.

Recent years have seen a marked increase in the development and use of underwater photography. It has been used in locating and identifying sunken vessels, in studies of shellfish beds, fishes, and of the bottom sediments covering the ocean floor. The Hydrographic Office has been using this, as well as many other devices and techniques, for probing the ocean's secrets.



TOPSIDE it took two and one-half hours to lower and raise the long camera to a depth of 20,800 feet.

Quarter Hour on the Quarterdeck

Journalists—the JOs—are the Navy men usually concerned with public information, publicity, and generally informing the nation about its Navy. Judging from an announcement by the Recruiting Division of BuPers, however, there are other ratings that come up with good information techniques and ideas.

A weekly radio show produced by the Public Information Office of the Pacific Fleet's Cruiser-Destroyer Force was recently selected by the BuPers Recruiting Division for national distribution—and the show is written and produced under direction of a BMC.

Known as "Quarter Hour on the Quarterdeck," the 15-minute program is now in its second year. Before being "recruited" by the Recruiting Division, the show was aired on 25 stations in California, Arizona and Washington, but a new trial distribution set-up is now expected eventually to place the program on approximately 1000 radio stations throughout the U. S.

The chief with a knack for pub-

lic relations and publicity is Harry W. Steinmiller, BMC, USN. Steinmiller first got into publicity when he reported to the Seattle, Wash., Recruiting Station for duty in May 1950. He soon became the station's publicity chief, and subsequently attended the Armed Forces Information School, Fort Slocum, N. Y., for six weeks' instruction in PIO techniques.

Chief Steinmiller's service jacket also shows plenty of "salty" experience to back up statements that he "eats, sleeps and lives" Navy. In addition to a two-year stretch in warrant officer ranks as a Boatswain and Chief Boatswain, he has pulled such varied duties as: Deck petty officer, coxswain on both captain's gigs and admiral's barges; gun captain of five-inch, 25mm. AA gun mounts; and eight- and sixteen-inch turrets; chief master at arms; instructor duty, OOD—both in port and underway—and honor man of his "boot" outfit at Norfolk in 1935.

His experience with ships ranges from the battleships *West Virginia*

(BB 48) to the modern *Iowa* (BB 61); the old *New Orleans*-class heavy cruiser *San Francisco* (CA 38) to the modern USS *Los Angeles* (CA 135); the motor torpedo boat tender *Wachapreague* (AGP 8) to the destroyer *James E. Kyes* (DD 787).

Both east and west coasts, the Pacific Northwest, Alaska, the Canal Zone, Hawaii, Hong Kong, Japan, Korea and Manila, and innumerable Pacific island "hotspots" of World War II also show up in his record.

Steinmiller finds this background—the result of some 18 years' service—mighty handy when it comes to producing realism in "Quarter Hour on the Quarterdeck," since the show dramatizes actions and miscellaneous activities of ships of the Navy. The 17-piece ComCruDesPac band, directed by William Burnett, MUC, USN, furnishes appropriate musical backing; while Steinmiller and CruDesPac's PIO staff get technical assistance and recording facilities from San Diego's Navy Electronics Laboratory.

Red Hot Jive Band

The general public in Japan, as well as select gatherings of the Seventh Fleet, are receiving an extra dividend of good will and hot music through the off-duty efforts of the

seven-man swing band of USS *Pittsburgh* (CA 72). The outfit plays with no pay for everything from a ship's smoker to a party for kids who strictly dig no jive.

The group consists of volunteers

who wade into a piece, kick it around until it whimpers, then come up with their own version. The cats practice and play in their off-duty hours and in addition stand their regular watches and battle station drills.

Hailing from a generous selection of States, the band is earning a reputation for the type of red hot American type music which is going over big with the Japanese public. The swing band has played for everything from a party at the Officers club to a jam session in a crowded ship's office.

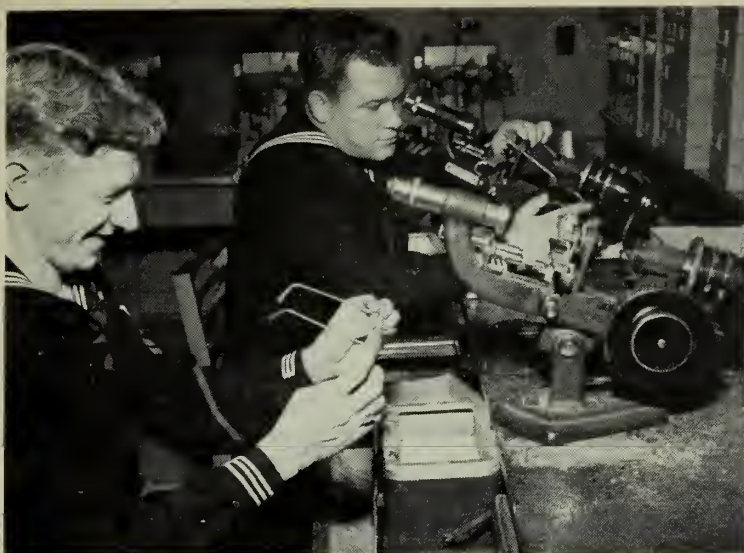
At Nagasaki, where the band played a concert in the theatre at the University, their brisk work brought the audience to their feet.

In addition to their concert at the University, the group also played for two children's parties given for orphans from Nagasaki and Sasebo, Japan.

When the outfit gets to a place with recording facilities, they are planning to cut music which will be aired on a Navy radio program projected to start on the West Coast sometime in the near future.



PEN THAT SIGNED service pay hike into law is eyed by B. Fudge, YN1, C. Parker, HM1, and R. Warren, YN1. Pen was given to Fleet Reserve Association.



THE EYES HAVE IT as corpsmen mount and test lenses. *Right:* Glasses are marked and cut in laboratory at Cheatham.

Manufacturing 20/20 Vision

Navy "cheaters"—the type in clear plastic frames—are the 20/20 vision for thousands of Navy men and Marines, and many of them are made at the appropriately named Cheatham Annex of the Norfolk Naval Supply Center. Personnel on duty from east of the Rocky Mountains to Calcutta, India, get their "cheaters from Cheatham"; a second ophthalmic lens laboratory at NSC, Oakland, Calif., supplies personnel in the Pacific area.

Both labs are staffed by hospital corpsmen who have received training as opticians at the Naval Medical School, National Naval Medical Center, Bethesda, Md.

Operation of the Cheatham lens layout is typical of both. When an order is received by the lens lab, corpsmen screen the prescription submitted by the examining doctor to determine the kind of glasses ordered.

Bifocal prescriptions are handled by the surface department, while single vision lenses are done by the finishing department.

The surface department grinds prescriptions not carried in the standard stock catalog. These include certain bifocals, trifocals, prismatic lenses, tinted lenses and cataract lenses.

In the complicated grinding of special lenses, corpsmen must take into consideration the size, edge thickness, center thickness, and index of refraction between air and glass through which light rays pass. Charts and books of computations as-

sist the corpsmen opticians in these calculations.

For grinding, the lens is embedded in melted pitch and mounted on a metal block. The curves on the lens surface are made with a diamond cutting wheel. This wheel can remove as much as three millimeters of glass at one time—or as little as 1/1000 of a millimeter (approximately half the thickness of the paper on which this is printed).

After leaving the cutting wheel, the lens is further refined with three progressively finer emery wheels. Then it is polished with cerium oxide.

Constant checks during these operations insure against pits or other flaws in the finished product. A final machine check determines that the lens is accurate before it is sent to the finishing department.

In the finishing department a corpsman places the lens on a lighted protractor divided into 360 degrees and subdivided into one-millimeter squares. After the lens is laid out with india ink, it goes to the cutting section where steel cutting wheels inscribe the glass in the desired shape and size. Excess glass is then broken away to save needless edging.

An automatic edging machine is used to grind the lens edges into a "V" shape, so that it will fit securely in the frames. From the edging machine, the lenses are sent to the mounting section for insertion into gold or plastic frames. Once they are mounted the entire assembly is given a rigid final inspection before mailing to the ordering activity.

New Ejection Seat

Navy planes of the future will feature a pilot ejection seat 100 pounds lighter than previous ejection seats, offering the same safety measures.

Many features that were believed to be essential when jet aircraft were designed several years ago have been found to be superfluous.

The new seat weighs only 30 pounds as compared to the 130-pound seat installed in the present day jet fighter seats. To make the big weight saving (an important feature in any plane) the large braces and foot stirrups were eliminated. The foot stirrups were cut out after a survey showed that about 25 per cent of the pilots failed to position their feet in them before ejecting.

Weight savings were also made by eliminating the tilt and forward-back adjustments possible with the old seats. The new seat permits the pilot to adjust the seat for height only. The seat is made of aluminum with fluted sides for strength. The pilot sits on a pararaft for a seat cushion and wears a back-pack parachute.

There is no pre-ejection handle in the plane. All the pilot does is reach up and pull the face curtain downward. As the curtain moves downward it locks the pilot's shoulder and lap harness, automatically jettisons the canopy and then fires the seat and pilot up into the air.

If the automatic harness disengagement fails to work after the pilot is ejected, a handle at the side of the seat permits him to free himself from the seat and he then uses his parachute for his trip down.

NEWS OF OTHER NAVIES

In this section ALL HANDS reports news items of interest concerning the navies of other nations.

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FRANCE—Ten seamen of the French Navy have volunteered to act as shipwrecked mariners aboard a rubber raft anchored in the western Atlantic. They will live on a few teaspoonsful of seawater a day for several weeks.

The seamen will attempt to imitate the exploit of Dr. Alain Bombard, a Frenchman who in 1952 crossed the Atlantic alone on a similar diet. To survive his 84-day voyage he varied his water diet with bits of plankton, minute organic life he collected from the water.

The seamen's test will also attempt to determine the effects of subzero temperatures and lack of fresh water on shipwreck victims.

★ ★ ★

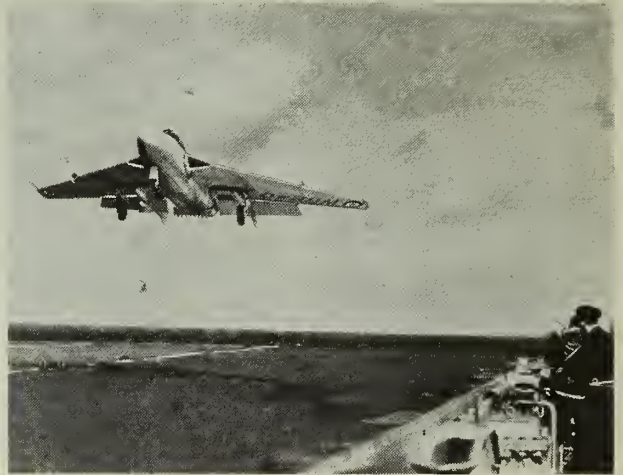
PAKISTAN—The bond of friendship between the United States and Pakistan was strengthened when a mine-sweeper, the former USS AMS 138, was transferred to the Pakistan government at the U. S. Naval Station, Seattle.

Transferred under terms of the Mutual Defense Assistance Program, the mine sweeper was the first ship to be delivered in the United States to Pakistan under the Program.

Renamed *Muhafiz* (Pakistan for *Protector*), the ship is the 52nd to be transferred from the Seattle area to a foreign government. She is wooden-hulled, has a 27-foot beam and displaces 375 tons.

★ ★ ★

GREAT BRITAIN—Mirrors will help the Royal Navy to operate the faster aircraft of the future from the flight-decks of aircraft carriers. By watching a device consisting of a large curved mirror on which lights are projected, a pilot approaching a carrier may be brought in almost automatically to a perfect landing. The mirror is unaffected by the motion of the ship because of gyro-mechanism perfected by naval gunnery experts.



LANDING WITH A MIRROR. British supersonic fighter, de Havilland 110, guided in with new mirror-light system.

The new landing aid has been proved many times by day and night, first aboard HMS *Indomitable* and later *Illustrious*.

On the edge of the carrier deck is installed a large metal concave mirror about four feet high and five feet wide, placed about one-third of the ship's length from the aft end of the deck. Shining toward this mirror and about half-way between it and the end of the deck is a powerful light. The mirror is set at such an angle that a beam of light is reflected up into space toward the approaching aircraft. The pilot approaching on the correct glide path sees the reflection of the light in the mirror, and if he is on the right path he sees the light exactly half-way up the mirror. He flies down the light onto the deck. To help him the sides of the mirror are marked with two rows of colored lights, so that his problem is simply to keep one spot of light lined up with two rows of colored lights. He has to make no last-minute control movements before touching down.

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CANADA—It looks as if hardtack may be on its way out for the Canadian Navy and other armed services. Food technologists have created a prepared mix which, when combined with water and baked in an oven, produces high quality bread in less than two hours—cutting about four hours from mother's age-old method.

The scientists devised the process primarily for crews of small naval ships and isolated units of Canada's three armed services. They spent considerable time at sea in a variety of naval vessels investigating the problems of storing bread and keeping it fresh in confined spaces. They finally decided that only a prepared easy-to-bake mix was the answer.

The result is a product that compares favorably with standard commercial bread, and offers a variety of types of bread to suit all tastes—white and Vienna loaves, oven bottom or farmhouse bread, rolls, scones, French sticks and buns. Another similar mix contains whole wheat flour and extends an additional diversity in a wide range of breads and rolls.



PAKISTAN GETS AMS from U. S. Navy under MDAP. Mohammed Sadinque Saleem raises ensign of *Muhafiz*.

DENMARK—Pacific Fleet men who remember the trim, white *Jutlandia* as a hospital ship for United Nations forces in Korea, are likely these days to see her cruising the Pacific in a different “dress.”

The former Danish mercy ship has reverted to her peacetime status as a passenger-freighter, with accommodations for 65 passengers in addition to her cargo. She has already made two voyages from Copenhagen to Bangkok, Thailand, loading teak, rice, spices and rubber for Europe. This month she is scheduled to call at San Diego on her maiden voyage to the U. S. Pacific coast.

★ ★ ★

AUSTRALIA—Basic construction of an Australian naval base at Manus Island has been completed and good progress is being made on an Air Force base on the same island.

Manus is located to the north of New Guinea and just south of the Equator. For the Australian Navy, the island will serve as an advance base and tropical training area. The Air Force will use it as a training area and a staging base for northern flights linking Australia with American bases in the Pacific.

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PERU—Fifty-one officers, three midshipmen and 483 enlisted men of the Peruvian Navy have successfully completed a seven-week training course in San Diego, Calif., under the guidance of the Pacific Fleet Training Command. They arrived on board three frigates, *BAP Galvez*, *Palacios* and *Ferre*. The training was provided for by the Mutual Defense Assistance Program between the United States and Peru.

This year marks the third time Peruvian ships have trained on the West Coast.

Each department aboard the present Peruvian squadron is assigned a well qualified U. S. observer to analyze the progress of the personnel. One such observer was a 20-year U. S. Navy veteran, Albert Burelle, MEC, USN, who speaks seven languages, including Spanish, and who had no difficulty speaking with the Peruvians.

The training is broken into distinct phases. The first week was devoted to study in the Training Command's various specialized schools, which provided a variety of instruction that could not be adequately conducted



CONVERTIBLE HAMMOCK supplied British sailors can be fitted with metal runners and stretchers to make a cot.

aboard naval vessels. Among the courses provided were damage control, engineering, fire-fighting techniques, seamanship, electronics, gunnery, navigation, diesel and steam machinery, combat information center, anti-submarine warfare and electrical instruction.

The second week consisted of advanced instruction in courses covered during the first week but also included internal combustion engines, auxiliary machinery controls and interior communications.

The third and fourth weeks covered subjects such as replenishment at sea and practical application of damage control and radar maintenance.

The remainder of the time was devoted to underway operation with San Diego-based units of the Pacific Fleet.

During their underway operation, simulated and actual drills were conducted by the ships. This included manning battle stations, antisubmarine and antiaircraft maneuvers, communications exercises, calibration of equipment, gunnery firing exercises and underway fueling at sea. Many of these exercises were conducted in company with U. S. Navy ships.

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GREAT BRITAIN—Salt water spray systems, which have proved an effective means of fighting radioactive “fallout” particles (ALL HANDS, September 1954, p. 2) will be installed in all new British warships according to an Admiralty announcement.

This atomic-age defensive equipment consists of a number of nozzles distributed about the ship. Through them hundreds of tons of salt water can be sprayed at high pressure over all weather surfaces.

Trials carried out in the Royal Navy's experimental cruiser *HMS Cumberland* involved 50 nozzles spraying 300 tons of water per hour over the decks and superstructure.

During the washdown all openings giving access to the ship's interior are closed. Spraying continues until Geiger counter tests prove the vessel safe.

The U.S. Navy has conducted similar experiments aboard several types of vessels.



AMERIGO VESPUCCI, replica of the great sailing ships of the past, is used to train Italy's naval cadets today.

THE BULLETIN BOARD

Moving From Your Station? You May Draw Dislocation Allowance

A "DISLOCATION ALLOWANCE," payable to men with dependents upon a permanent change of station (under the circumstances listed below) has been authorized by Public Law 20, 84th Congress. However, entitlement to this allowance will not exist if the permanent change of station orders were effective before 1 Apr 1955.

Designed to lighten the financial burden of relocating a household, the amount of the allowance is equal to your monthly basic allowance for quarters, but will neither be prorated nor paid more than once in connection with a single change of station.

The dislocation allowance will be paid under the following conditions: 1) after your dependents have completed travel in connection with a permanent change of station if *dependents' transportation or travel allowance are authorized*; or 2) upon completion of travel to a designated place under the provisions of Chapter VII, *Joint Travel Regulations*.

Despite a permanent change of station, a dislocation allowance is NOT payable in the following cases:

- To enlisted men in pay grades E-1, E-2, E-3, or to E-4s with four years' service or less.
- On permanent change of station when both the old station and new station are located in or near the same metropolitan area. (However, if the commanding officer of the new permanent duty station finds that your change of residence was a direct result of the permanent change of station, then the allowance may be authorized.)
- When your orders call for travel from your home to your first permanent duty station (upon enlistment, reenlistment, induction, call to active duty or appointment to warrant or officer status). "Home" is defined as any place at which you may be residing when you receive orders. This restriction does not apply when you are transferred on a permanent change of station after separation and reentry into the Navy at the same station in same or a different status

without break in active service.

- When dependents' travel is from other than the old permanent duty station to other than the new permanent duty station, *unless either travel allowances or transportation is authorized by the Secretary of the Navy or his designated representative.*

- When travel is from your last duty station to your "home" (or place from which ordered to active duty) upon separation from the service, release from active duty, placement on the temporary disability retired list, or retirement.

- When you elect to receive the "trailer allowance" described in Chapter X, *Joint Travel Regulations*.

- When permanent change of station travel is performed under the conditions listed in items 2 through 9, items 11 and 12, and items 14 through 16, Paragraphs 7000-7002, Chapter VII, *Joint Travel Regulations*.

There are also certain statutory limitations on the payment of a dislocation allowance. For instance, you are not entitled to more than one dislocation allowance per fiscal year, except under the following circumstances:

- If SecNav or his representative finds that needs of the Navy require more than one permanent change of station during the fiscal year.
- If a war or national emergency is declared after the effective date of Public Law 20 (1 Apr 1955).

- If the permanent change of station is to, from, or between courses of instruction conducted at an installation of the uniformed services.

For the purpose of determining the fiscal year in which entitlement to a dislocation allowance occurs, the governing date will be the date of your detachment from the old permanent duty station (on permanent change of station orders). Although an earlier permanent change of station occurred during the same fiscal year, it shall be excluded from computation if no dislocation allowance was authorized. Examples: A permanent change of station before acquiring dependents; or change of station on orders which had an effective date earlier than 15 Apr 1955.

Full details on the new allowance are being distributed as a new Chapter IX of *Joint Travel Regulations*. Instructions to disbursing officers for payment of the allowance are contained in *Navy Comptroller Manual*, paragraph 044195.

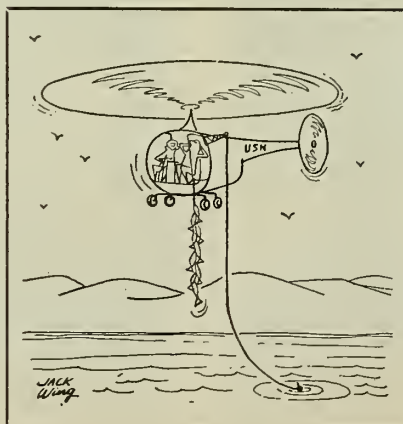
It Can Be Done— EM Makes Perfect GCT Score

A new recruit at the U. S. Naval Training Center, Bainbridge, Md., was obviously at the head of the line when brains were passed out for he managed to rack-up a perfect score on the General Classification Test (GCT) given to all new recruits entering the Navy.

Robert L. Barton, SR, USN, of Recruit Company 122 was the first of 20,823 new recruits who have taken the GCT to achieve a perfect score since the test in its current form was first given those entering the Navy in September 1954.

The GCT is used to determine an individual's reasoning power and ability to learn. When combined with the arithmetic, mechanical-electrical and clerical tests taken by each recruit, it is a major factor in determining what Navy school or assignment the recruit's abilities best suit him for.

Barton entered the Navy after graduating from high school with highest honors in a class of 160.



Choice of Duty Stations Is Offered under New Program To Most EMs on Reenlistment

Would you like to stay on your ship for another 12 months or would you prefer to change fleets and be assured of at least 12 months in the fleet of your choice? When you reenlist you can now do either under a new program instituted by BuPers.

The only exceptions to the new choice of duty guarantees offered by the Navy upon reenlistment, are a few highly technical rates and personnel holding certain job code numbers. However, other provisions have been made for those persons.

Generally, you may make one of three choices on the day you sign your new shipping papers. You may:

- Be assured of a minimum of 12 months' duty on board the ship in which you are now serving, unless it is a non-rotated unit.

- Be assured of completion of a normal tour of duty if you are serving on shore duty, whether it be fleet, overseas or BuPers, if the activity or command in which you are serving has an allowance for your rating and a normal tour has been prescribed.

- Be assured of a minimum of 12 months' duty in a fleet command having a home port on the continental U. S. coast of your choice.

Navy men shipping over early under the provision of Alnav 2-55 cannot take advantage of the third option but are entitled to either of the other two.

If you take the third option, which assures you of 12 months in a fleet command on the coast of your choice, you may also indicate four preferences for duty assignment within that fleet. Wherever possible you will be assigned duty in one of the spots or types of ships that you request.

Under this preference of duty you may list any ship type, home port, geographical area or location you desire.

Navy men in the ratings of CT, MA, TD, AG, GS, GF, AQ and those designated in Ground Controlled Approach, Carrier Controlled Approach, and aviation pilots are not eligible to participate in this program.

However, these ratings may, upon reenlistment, submit their duty preferences to the Chief of Naval Personnel and they will receive individ-

When a Navyman sneezes at the U. S. Naval Training Station, Great Lakes, Ill., it's like setting off a series of alarms. At the first sign of the sniffles the medicine men of Navy Medical Research Unit No. Four leap into action.

Before anyone has had a chance to wish the sneezer a hearty "Gesundheit!" he is set upon for blood tests, throat examinations, nasal washings and has colored photographs of his throat.

This doesn't happen to every re-

made to see if the antibodies are doing their job.

Nasal washings are also taken and studied for virus and the virus is isolated and identified if possible. One of the main functions of the Research Unit is an attempt to grow these viruses in the laboratory and study them for identification.

The recruit's throat is also studied from the first sign of an infection but because of the large number of throats viewed by the doctors each day it is impossible for



cruit at Great Lakes — only those members of Recruit Company No. Five who have volunteered for a study of respiratory infections.

It seems that in the spring while a young man's fancy is turning toward one thing, his system turns toward another, and he is more susceptible to colds at such a time of the year. Spring colds cause a loss of many man hours both in civilian and Navy life and Medical Research Unit No. Four has set out to cut down on the loss.

At the very first sign of the sniffles the recruit is interviewed and his symptoms discussed—and then the tests begin.

A blood sample is taken at the peak of his illness and tested for the presence of antibodies — nature's natural defense against disease—a class of substance in the blood that destroys or weakens bacteria.

A sample is taken again after 21 and 42 days during his convalescent period and another check is

them to remember daily changes in a man's throat. Therefore, specialists keep a record of throat examinations by taking photographs of them.

The pictures are taken at the same time each day, under the same conditions by a specially built camera. Equipped with a built-in light, the camera records a series of photographs on color film. These pictures, when consulted in series, show a progress report of each throat.

The photographs are satisfactory when the changes are appreciable but for more precise information a photoelectric densitometer (an instrument which measures color density by wave length) is used.

So that others working along the same lines may profit from its work, the unit makes written reports on each project. These reports are printed in a booklet and distributed to a select group of military and civilian medical men.

ual consideration in future assignment.

Also in this category are those in any rate who hold the following special program job codes: Atomic Energy Technician, Explosive Ordnance Disposal Technician, Guided Missiles Technician, Rocket Launcher Mark 108 Technician, Project Atlas Technician, Fire Control Sys-

tem Mark 102 Technician and Special Weapons Disposal Technician.

A Wave reenlisting will be assured of assignment in one of four continental administrative command areas of her choice.

Complete details on all phases of the new program can be found in BuPers Inst. 1306.25A.

Men Are Wanted to Train for Navy's Atomic-Power Program

IF YOU CAN QUALIFY for the Navy's nuclear power program, there's no limit to your future.

Top consideration has been ordered by the Secretary of the Navy for enlisted personnel and officers who enter this important program.

Based on a recent comprehensive study conducted by the Chief of Naval Personnel, SecNav Inst. 1000.3 calls attention to the increasing importance of nuclear power to the Navy, and emphasizes the career possibilities of entering a new and expanding field in which the highest competence is required.

The Instruction points out that the impact of nuclear power for ship propulsion on the Navy and its men

already is profound and that the effect of future development is comparable to the impact of steam power on the Navy of sailing ship days.

Applicants are assured that personnel chosen for this program will be given every opportunity and consideration for advancement and special assignment.

Here's some background information on the nuclear power situation:

In addition to the *uss Nautilus* (SSN 571), the world's first atomic ship, *uss Seawolf* (SSN 575), now underway, Congress has appropriated funds for two other nuclear-powered Fleet submarines. These, together with other planned programs, have created a need for greatly expanded Navy training in the nuclear power field. The Navy has set the pace in the field of practical application of nuclear power, and this pioneering must be maintained and strengthened.

The small group of naval pioneers now in the nuclear power program are considered by the Atomic Energy Commission to be "the heart of their nuclear power technical staff." The Commission frankly admits that there is no one to replace them at the present time. The Navy may expect to continue to fill the existing assignments and probably to make still larger manpower contributions to the AEC as the field of nuclear power progresses.

Furthermore, the development of a successful reactor for shipboard propulsion creates a new need for personnel in the operational field of nuclear power. While it is possible to predict future manpower requirements with a fair degree of accuracy, it is also apparent that an unanticipated accelerated development in nuclear power might produce an even greater need.

Long periods of highly specialized training are necessary. To meet the requirements of the program, the Navy has departed somewhat from established concepts of selection and career pattern for personnel in the nuclear power field.

Administrative steps are now being taken to attract additional personnel into this program and also to safeguard the careers of those who

serve long tours in nuclear power assignments.

Here are the details of the new program:

Selection of Officers—Normal selection methods will apply for all line officers who are to be assigned to duty under instruction in this field.

The selection of engineering duty officers for advanced training in nuclear engineering will be accomplished by an all-engineering duty officer board nominated by the Chief of the Bureau of Ships, and convened by the Chief of Naval Personnel. To be selected, officers must be junior to the grade of commander.

All officers, regardless of their designator, assigned to duty in the Reactor Development Division of the AEC, or to its field offices, must continue to be chosen through nominations by the cognizant detailing office, review of records, and personal interviews.

Selection of Enlisted Personnel—From time to time, the Chief of Naval Personnel will request force commanders to submit nominations of enlisted personnel who meet eligibility requirements for entry into nuclear power programs. To meet *present* requirements, you must:

- Volunteer for the program.
- Be qualified in submarines.
- Be not more than 30 years of age.
- Be a high school graduate (or have a GED equivalent).
- Have a clear record.

Selection will be based upon an examination of your record, including results of basic battery test scores, educational level, and over-all quality of performance.

Education and training programs have already been markedly expanded. In addition to providing formal courses of instruction, it is planned to modify curricula of other appropriate courses sufficiently to provide a wider general knowledge of the fundamentals of nuclear power among Navymen.

Here is a summary of nuclear training now available:

Postgraduate Courses—Details of application and eligibility requirements for the following courses will

SONGS OF THE SEA



A Capital Ship

A capital ship for an ocean trip,
Was the 'Walloping Window Blind!'
No wind that blew dismayed the crew,
Or troubled the captain's mind;
The man at the wheel was made to feel
Contempt for the wildest blow-ow-ow,
Tho' it often appeared, when the gale had
cleared,
That he'd been in his bunk below.

Chorus

Then blow, ye winds, heigh-ho!
A roving I will go!
I'll stay no more on England's shore,
So let the music play-ay-ay!
I'm off for the morning train!
I'll cross the raging main!
I'm off to my love with a boxing glove,
Ten thousand miles away!

—Old Sea Chantey

be announced by BuPers Inst. 1520-15B in the near future:

- Nuclear Engineering (Advanced) at Massachusetts Institute of Technology; length, 15 months.

- Naval Construction and Engineering (Nuclear Ship Propulsion specialty) at Massachusetts Institute of Technology; length, three years.

- Mechanical Engineering (Nuclear Power) Naval Postgraduate School, Monterey, Calif.; length, three years. Third year students may perform the third year of instruction at Monterey, MIT, or the Oak Ridge School of Reactor Technology.

- Aeronautical Engineering (Nuclear Propulsion specialty), Monterey; length, three years. Third year students may perform the third year of instruction at Iowa State College, MIT, or Oak Ridge.

Theoretical and Operational Training (Officer and Enlisted)—In the past, theoretical and practical instruction has been conducted by the AEC in conjunction with the contractors at the land prototypes at Arco, Idaho and West Milton, New York. It is planned, however, to institute a basic course at the U.S. Naval Submarine School, New London, Connecticut, to replace basic courses now being conducted by the contractors. Upon completion of this basic course students will then complete their practical training at the appropriate land prototype.

Requests for applications for this type of training will be issued as necessary to meet the requirements in this field.

Naval Academy—Steps are being taken to strengthen the curricula of the Electrical Engineering and Marine Engineering departments with regard to the fundamental chemistry and physics of the atom, and nuclear propulsion. When this is done, training devices and an electronic simulator of a shipboard nuclear power plant will be made available for demonstration and indoctrination purposes.

To help maintain the Navy's lead in nuclear power programs, the Chief of Naval Personnel plans to give special, close personal attention to the assignment of personnel in the program.

Officers who have had special training or significant experience in

Latest Enlisted Correspondence Courses Now Ready

Nine Enlisted Correspondence Courses are now open to enlisted personnel of the Naval Reserve on active or inactive duty who wish to apply, regardless of rating. However, the following list gives the enlisted ratings for which the courses are particularly applicable. Retirement points will be credited upon completion of the courses while you are in an inactive duty status.

Fire Control Technician 1, Vol. 1 is applicable to FT, FTA, FTM, FTU, and FTG; **Electronics Technician 2** Vol. 1 (NavPers 91374-1) is applicable to AT, ET, ETN, ETR, ETS, FT, FTA, FTG, FTM, FTU, GS, SO, SOG, SOH, and TD.

Storekeeper 3 (NavPers 91430-2) is applicable to SK, SKG and SKT.

Ship's Serviceman 1, (NavPers 91448-1) and **Chief Ship's Serviceman** (NavPers 91449-1) are applicable to SH.

Ship's Serviceman Laundry Handbook (NavPers 91446) is applicable only to SH3 and SH2.

Aircraft Instruments (NavPers 91627-1) is applicable to AE, AEI,

AEM, TED, TDI, TRD, TDU, TDV, and strikers.

Aircraft Fuel Systems (NavPers 91630-1) is applicable to AD, ADE, ADF, ADG, ADP, and strikers.

Aircraft Survival Equipment (NavPers 91642-1) is applicable to AN, PR, and strikers.

Even if earlier editions of these courses have been completed, they may be taken for repeat credit. They may be used to study for the rates indicated and may also be substituted for completion of a Navy Training Course.

Men desiring to take any of these courses should see their division officer or education officer and ask for an Enlisted Correspondence Course Application (NavPer 977). Inactive Reservists should request the application form from their naval district commandant or Naval Reserve Training Center.

All applications should be sent to the U. S. Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base, Brooklyn 1, N. Y., via your commanding officer.

nuclear power will continue to be assigned to billets involving or closely associated with the nuclear field and the sea duty promotion requirement for line officers in the program will be safeguarded.

The Chief of Naval Personnel will place a letter in the official record of any officer who has an abnormally long tour in nuclear assignments,

stating that the officer has been given special duty in a program of greatest importance. As the program expands, it is planned that limited duty, aeronautical engineering, staff corps and other officers with special qualifications or training, will be included in the nuclear field.

Enlisted personnel who have had special training or significant experience in the operation of nuclear power plants will likewise be given normal sea-shore rotation whenever possible. If promoted to warrant or commissioned grade, they will be retained in nuclear assignments but will be transferred to a new billet when possible. At the earliest opportunity they will be given broader experience in their newly acquired officer status through an assignment at sea.

Long-range personnel plans are being developed by the Chief of Naval Operations to provide information and guidance regarding the Navy's future needs for personnel in the technical and operations field of nuclear power.



"I guess this isn't the drill model after all."

Info on Present and Future Advancements

WHY DIDN'T the Bureau give first class or CPO exams in my rating?" Or "Why wasn't I rated after I had passed the exam?" If you've been asking yourself questions like these, here's the explanation for you.

However, before we get into that, let's take a look at the probable rating situation in the near future. As announced in last month's *ALL HANDS* (p. 42), present plans are to hold exams in all PO1, PO2 and PO3 rates this August—and to hold exams in *all* petty officer rates next February. And looking even further into the future, unless there is some vast, unforeseen change in the Navy, the advancement picture for younger Navy-men becomes even brighter each year.

With that picture in mind, suppose we look at the Navy's enlisted personnel structure. Under present requirements, the Navy is to have as many as 50 per cent of its enlisted personnel serving in petty officer grades. Among each hundred men there are approximately seven CPOs, 11 first class POs, 14 second class POs and 18 third class POs.

Under normal conditions this balance is maintained by "attrition" and advancements. In other words, the desired ratio of rated to non-rated men is maintained by creating new petty officers to take the place of those transferring to the Fleet Reserve, failing to reenlist, etc. And practically all of the men who go out on "twenty" are CPOs—leaving the top of the rating structure open for plenty of advancements.

However, let's look at what happened during and after both World

War II and the Korean conflict. The end of WW II saw the Navy with 3,000,000 enlisted men. By mid-1947 demobilization had cut that number to 440,000—and a majority of those who elected to stay in the service were senior petty officers.

This too-many-chiefs situation was working itself out when the Korean fracas threw another monkey wrench into the rating structure. New enlistments and recall of Reservists raised the Navy's enlisted strength to more than 700,000—making necessary a number of advancements to PO1 and CPO so that the expanded Navy would have adequate PO leadership.

The end of the Korean conflict saw a return of the Post-WW II situation; many Reservists in higher pay grades chose to turn Regular Navy, while many of the men advanced to CPO and PO1 decided to ship over. Concurrently, many lower rated men returned to civilian life.

The result again was a fairly high proportion of CPOs and PO1s in the Navy's over-all rating structure, with actual excesses in some ratings. As pointed out above, the Navy requires CPO ratings for seven per cent of its enlisted personnel, yet actual CPO strength at present is 8.4 per cent.

That 8.4 per cent is the total for the Navy as a whole. Each rating also has its own allowed CPO strength, and some of these are above their authorized allowance. For instance, as of 31 Dec 1954, AOC was over by 87 per cent (1342 on board—716 required), HMC was over by 56 per cent and BMC by 41.9 per cent. At the same time, other ratings are below strength.

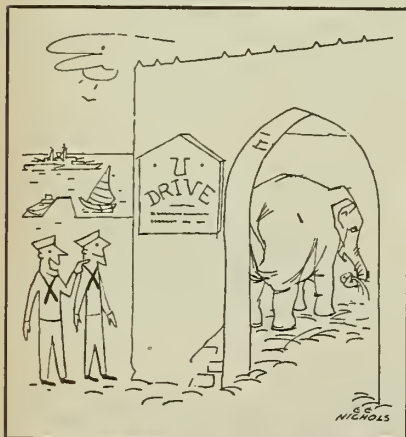
However, if these below-strength ratings were filled to the authorized limit, the actual CPO strength—already over by about two per cent—would be four or five per cent over the authorized allowance. Yet PO1s must be advanced to make room for PO2s—and so on down the line. At the same time, a reasonable balance of ratings must be maintained. That's where quota restrictions and the closing of certain rates came into the picture. Temporarily shutting off or limiting advancements in topheavy ratings helped to restore balance to the rating structure.

Now let's look at the attrition an-

gle: BuPers statistics show that approximately 2400 CPOs will leave active service this fiscal year. In fiscal 1956 some 2500 CPOs will leave the Navy after 20 years' service, while the number leaving in 1958 will be approximately 3300. *And in 1961 (20 years after the start of World War II) almost 8000 CPOs will "go out on twenty."* This increasing attrition rate at the top of the rating structure means an increasing amount of room for advancements.

Here's what's behind the Navy's current policy of staggering advancements. It's as simple as target-leading—shoot where the target is going to be, not where it is. Under this setup approximately 2400 PO1-to-CPO advancements could be made as a result of the February 1955 exams—and made as the billets became open; under the previous system these advancements would not have been made until the next February exam period (1956), after the billets had actually been open for some time.

By combining the attrition rate for the next few years with the system of staggering advancements in rating, you can see why the promotion picture gets brighter and brighter. For instance, the new PO3 of 1955 will first be eligible for CPO about 1959—the year some 3550 CPOs are expected to enter the Fleet Reserve. The non-rated man now in the first half of his first enlistment will have his time requirements for CPO about 1960—the year some 3700 CPOs will be Fleet Reserve-bound. And those not making chief in 1959 or 1960 will have 1961 to look forward to—the year when more than 8000 CPOs will complete their "twenty."



"See, I told ya they had 'em here too."



"What do you mean, 'I see something?'"

What You Need to Know and Do to Qualify for Advancement

WITH THE RAPID APPROACH of the August examinations, which provide advancement possibilities for all ratings in pay grades E-4 through E-6, it's time to review the information that will help you establish eligibility for advancement in rating. Do you know whether you would be eligible, for example, if the need for your rate should be increased?

Here is the current information on eligibility for advancement as it applies to you.

Marks Requirements

To be eligible for advancement in rate or rating, you must fulfill the following requirements as to proficiency in rate marks and conduct marks listed in chart below.

In addition, if for any reason your marks are below the standard during the marking period in which the effective advancement date falls, the end of that period (quarter) shall be used in determining your eligibility for advancement.

However, if you have been in school or recently recalled to active duty and these marks are absent from your record you will not be ineligible for advancement.

Sea Duty Requirements

In addition to service in pay grade



"Then her daddy made chief and they lived happily ever after."

requirements, certain sea duty periods are included as additional requirements for the following pay grades:

- For advancement to pay grade E-6—six months of sea duty while in pay grade E-4 and/or E-5.
- For advancement to pay grade E-7—six months' sea duty while in pay grade E-6.

The above sea duty requirements do not apply to enlisted women, Navymen in ratings CT, MA, DM, JO, and GS; Navymen in Group IX (Aviation) ratings; or personnel classified L5 or L6 (limited duty) by

BuPers or authorized commands.

Service Requirements

To be eligible for advancement you must complete the following service requirements in the next lower pay grade while on active duty:

E-1 to E-2	No specified time for advancements effected upon completion of recruit training centers; otherwise four months' naval service.
E-2 to E-3	Six months.
E-3 to E-4	Six months.
E-4 to E-5	12 months.
E-5 to E-6	12 months in grade and 36 months total active service.
E-6 to E-7 (CPOA)	36 months.
CPOA to CPO	12 months.

Training Courses

The training courses for individual rates and ratings listed in the current edition of *Training Courses and Publications for General Service Ratings* (NavPers 10052) and marked with an asterisk are mandatory for advancement in rate. Reserve personnel holding Emergency Service Ratings may take the course for the associated General Service Rating. Also, completion of any training course that is applicable for two pay grades will satisfy the requirement for both pay grades.

The "General Training Course for Petty Officers" listed in NavPers 10052 must be completed before a Navyman is eligible for an initial advancement to a petty officer grade. However, it is not required for subsequent advancements.

You may satisfactorily complete a training course by either of the following methods:

- Demonstrate a knowledge of the material in the course book by passing locally prepared and administered tests.

- Pass the Enlisted Correspondence Course based on the training course. See *Catalog of Enlisted Correspondence Courses* (NavPers 91200).

Satisfactory completion of a Class A School may be considered as meeting the requirement for completion of the training course for the applicable pay grade E-4 rate, and for the HN and DN rates. However, graduation from a Class A School does not satisfy the requirement for the "General Training Course for POs."

Pay Grade	Proficiency in Rate	Conduct
E-1 to E-2	No requirements as to marks.	No requirements as to marks.
E-2 to E-3	No mark less than 2.5 for preceding six months and not less than 3.5 for quarter preceding advancement.	No mark less than 2.5 for preceding six months and an average of not less than 3.25 for six months preceding advancement.
E-3 to E-4	No mark less than 2.5 for preceding six months and not less than 3.5 for the quarter preceding advancement.	No mark less than 3.0 for preceding six months and an average of not less than 3.5 for six months preceding advancement.
E-4 to E-5	No mark less than 3.0 for preceding 12 months and an average of not less than 3.5 for 12 months preceding advancement.	No mark less than 3.0 for preceding 12 months and an average of not less than 3.5 for 12 months preceding advancement.
E-5 to E-6	No mark less than 3.0 for preceding 12 months and an average of not less than 3.5 for 12 months preceding advancement.	No mark less than 3.0 for preceding 12 months and an average of not less than 3.5 for 12 months preceding advancement.
E-6 to E-7 (CPOA)	No mark less than 3.0 for preceding 24 months and an average of not less than 3.5 for 36 months preceding advancement.	No mark less than 3.0 for preceding 24 months and an average of not less than 3.5 for 24 months preceding advancement.
CPOA to CPO	Have no mark in conduct less than 4.0 and no mark in other required subjects (proficiency in rating, seamanship, mechanical ability, leadership) less than 3.5 for a period of one year preceding date of recommended appointment to chief petty officer, permanent appointment.	

Satisfactory completion of a Class B School may be considered as satisfying the requirement for completion of the training course for the applicable pay grade E-6 rate. However, the training course must be completed for advancement to pay grade E-7.

Satisfactory completion of a Class P School (designed to conduct training at a preparatory level) may be considered as satisfying the requirement for completion of the training course for the applicable pay grade E-3 rate.

In addition, completion of the following schools is required for advancement to the rates indicated:

DT3—Dental General Technician, Class A.

HM3—Hospital Corps, Class A.

PR3—Parachute Riggers, Class A.

MN1—Advanced Mines, Class B.

MNCA—Advanced Mines, Class B.

MUCA—Advanced Music, Class B.

AGGA—Aerographer's Mates, Class B.

Practical Factors

To give every enlisted man an opportunity to demonstrate practical ability in his rate or rating, certain qualifications which have been termed "practical factors" have been introduced under the military requirements for all enlisted personnel in the Navy and under the professional requirements for all rates.

You do not have to wait until you are advanced before you start to qualify in the practical factors of higher rates. For example, a PO3 or PO2 may qualify in the practical factors for CPO. However, each practical factor for the next higher rate must be completed and this completion noted in your service record before you may be considered eligible to take the final examination for advancement.

As each practical factor is completed to the satisfaction of your commanding officer a notation will be entered in your service record.

The practical factors are noncompetitive and no relative or absolute mark is assigned, but they are planned to indicate that you can definitely perform the required tasks. The importance of the practical factors cannot be too strongly emphasized, as they provide an opportunity for you actually to prove your ability in the practical aspects of each

rate, and in many instances, they permit you to demonstrate your ability as a leader.

The practical factors for your rate are outlined in the *Manual of Qualifications for Advancement in Rating* (NavPers 18068) under both military and professional qualifications.

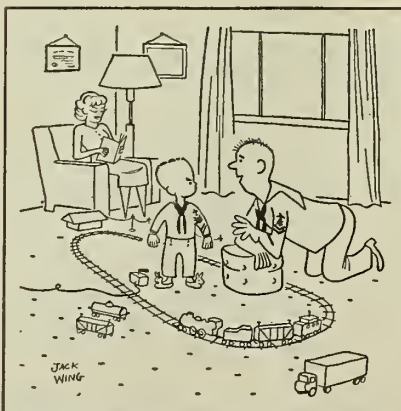
Examination Subjects

The examination subjects for your rate are also listed in the *Manual of Qualifications for Advancement in Rating* (NavPers 18068) under both military and professional qualifications. Before being advanced you must have passed an examination on these subjects. The purpose of the competitive examination system is to provide a controlled system by which each enlisted Navyman will have recurrent opportunities to compete for advancement in his chosen field of work. The actual advancement available is dependent on the needs of the service, but the determining factor in each case is the relative qualifications of each candidate. For advancement to pay grade E-3 the exam is locally prepared and administered. The examinations for advancement to pay grades E-4, E-5 and E-6 are announced and conducted by the Chief of Naval Personnel twice a year, usually in August and February. Examinations for E-7 are announced and conducted once a year.

Candidates for the service-wide examinations are not nominated until the announcements are made. If you take one set of exams but are not advanced before the next examination takes place, you must compete again.

Recommendation by Commanding Officer

The recommendation by your CO



"I'd hate to spank a First Class Petty Officer, just because he refuses to go to bed."

is an important part of the requirements for your advancement. The CO gives careful consideration to your ability to perform the work and carry the responsibilities of the higher rating with emphasis on your leadership ability and personal integrity.

Ineligible for Special Reasons

A Navyman will be ineligible for advancement if he is:

- In a disciplinary status (as distinguished from probationary status).
- Undergoing treatment at a hospital or other medical facility or awaiting action of a clinical board, medical survey board, or a physical evaluation board, unless hospitalization is a result of wounds received in actual combat with enemy forces.
- Prisoners of war and missing personnel, unless special authorization for advancement is made by the Chief of Naval Personnel.

Advancement After Reduction in Rating

Navyman who have been reduced in rating by their commanding officers for an offense or by sentence of a court martial must fulfill the service and other requirements currently in effect for readvancement and for each subsequent advancement. A CPO who has been reduced to PO1 will be eligible to compete for readvancement if he fulfills the current marks requirements for advancement to CPOA over a two-year period and is considered in all other respects qualified for advancement.

Navyman who have been reduced in rate by their COs for lack of qualifications to perform the duties of their rate as distinguished from reduction for disciplinary reasons, are not required to serve again any set length of time to be eligible for readvancement. Eligibility in such cases depends on the individual eventually acquiring the necessary military and professional qualifications for the higher rate.

In addition, permanent appointments to chief petty officer which have been revoked by the Chief of Naval Personnel and in which cases commanding officers have issued acting appointments as of the date following revocation, will not be reissued until the expiration of at least one year following the date the appointment is revoked.

For further details on advancement see BuPers Inst. 1414.2A.

Applications May Be Submitted Now By Qualified Ensigns and LTJGs for Submarine School

Applications from volunteers for submarine training for the January 1956 class are being accepted from line officers in the grade of lieutenant (junior grade) whose date of rank is on or after 1 Jun 1953, and of ensign whose date of rank is before 1 Jan 1955.

The length of the course is six months. Applications should reach the Chief of Naval Personnel (Attn: Pers B1117) not later than 1 September. The following information is contained in BuPers Inst. 1520.6E:

- Officers are selected upon the quality of their fitness report records and their educational background.

- All officers should be qualified to stand OOD watches underway before they report to the Submarine School.

- Physical examination report (Standard Form 88) must be forwarded with the application to the Chief of Naval Personnel.

- The time spent in training at the Submarine School will not count toward fulfillment of obligated service if you are dropped from the school at your own request.

- The obligation to serve at least one year after reporting to a submarine is in addition to present obligation and any other active duty requirement.

- If you apply and fail of selection, you will not be considered automatically for the next class. Separate applications are required for each class.

All applications will be acknowledged by the Chief of Naval Personnel.

You will not be ordered to the Submarine School unless you:

- Have completed at least one year of active commissioned service as of 1 Jan 1956.

- Are physically qualified for submarine duty as established by BuMed Manual.

- Execute a signed agreement: 1.) Not to resign or request to be released from active duty during the course and for at least one year after reporting to your first submarine duty; and 2.) Understand that successful completion of the course will

WHAT'S IN A NAME

Scylla and Charybdis

Among the sailors of ancient days there was a saying, "Between Scylla and Charybdis," which referred to the dangers a mariner might encounter on the high seas.

Although the modern sailor probably wouldn't recognize either Scylla or Charybdis, one version of this early phrase is still common today in the saying, "Between the devil and the deep blue sea."

Scylla was a devilish monster of mythological origin, with 12 feet and six heads who lived on a treacherous rock. Charybdis was the counterpart of the deep blue sea in one of its most dangerous forms—that of a whirlpool (Charybdis is the Greek word for whirlpool). What made these two especially fearful to the sailor was the fact that they were located close to each other on opposite sides of the narrow Strait of Messina (between Sicily and Italy) where many a ship had to pass in its travels.

There are several legends about these phenomena. In one of these, Charybdis is pictured as a demon, a woman of enormous appetite, who was changed into a whirlpool by Jupiter, king of the gods. Another account has it that Charybdis was a man who



lived under a huge fig-tree on a rock and turned on the whirlpool three times each day. Still later tales relate that he stole the oxen of Hercules, was killed by lightning and changed into the gulf.

Opposed to Charybdis was the sea monster that lived on the rock, Scylla. In addition to its six heads, it had three rows of pointed teeth and was supposed to bark like a dog. Each creature stayed in its place to prey on the unwary mariner who ventured too near.

result in one year of obligated service in addition to any obligated active duty previously incurred.

The same authorization for the current program also announced the names of 120 officers selected for the July 1955 submarine school class.

Flight Status Selection Board To Review Records of Aviators

As a part of the establishment of a Flight Status Selection System, a board of senior naval aviators, to be known as the Flight Status Selection Board, will convene each year to review the flight and service records of naval aviators and submit recommendations to the Chief of Naval Personnel as to their retention in an active flying status.

The Board, which will usually meet in April each year, will review the flight status of aviators:

- Whose age and grade are not compatible. These will include lieutenants over the age of 40, lieutenant commanders over 45, commanders over 50.

- Who have been recommended

for reclassification by Naval Aviator Disposition Boards or Naval Aviator Evaluation Boards when these boards have been unable to take final action, and who request a review of the case.

- On first reaching their 14th, 21st and 28th year of active commissioned service.

A letter of intent will be addressed to each naval aviator whose status may be changed. Before orders are issued, each officer will be given an opportunity to submit a written appeal or, if he feels that he will be better able to present his case in person, he may make such a presentation to the Chief of Naval Personnel at his own expense. All final decisions will rest with the Chief of Naval Personnel.

Each of the Secretaries of the Armed Forces have been directed by the Secretary of Defense to establish a similar Flight Status Selection System for their respective departments. This system will bear a definite relationship to the present selection procedures for promotion.

Details may be found in BuPers Inst. 1231.1.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 14—Announced approval, by the President, of the Selection Board report which recommended promotion of Regular Navy and Naval Reserve staff corps officers to the grade of lieutenant.

No. 15—Announced the convening of line selection board to consider women officers of the Regular Navy to promotion to lieutenant commander.

No. 16—Announced approval by

the President, and effective date of 1 Apr 1955, of the Career Incentive Act of 1955, which amends the Career Compensation Act of 1949.

No. 17—Prescribes policy and procedure for review of manuscripts concerning military matters.

No. 18—Modifies *Joint Travel Regulations* with respect to authorized weight allowances of E-4s with more than four years' active military service.

No. 19—Modifies *Joint Travel Regulations* with respect to the establishment of dislocation allowance.

No. 20—Supplements Alnav 17.

No. 21—Announces decision of Comptroller General concerning overpayment of certain classes of reenlistment bonuses.

No. 22—States that priority consideration will be given to personnel reenlisting with *USS Forrestal* (CVA 59) as first choice of duty, providing their rates are included in ship's allowance.

BuPers Instructions

No. 1133.4—Restates the instructions contained in Alnav 2-55 permitting a readjustment of enlistment contracts of short-time personnel and providing added incentive for reenlistment by permitting Regular Navy personnel who so desire to be discharged within one year of their nor-

mal expiration of enlistment date for purpose of immediate reenlistment.

No. 1231.1—Promulgates information concerning the establishment of a Flight Status Selection System, which is to be used in an annual review of the flight status of certain categories of naval aviators.

No. 1336.2A — Describes procedures by which enlisted personnel may request enrollment in the Naval School of Music and includes information regarding the courses of instruction available at that school.

No. 1430.6B—Provides instructions governing the issuance of the Petty Officer Appointment Forms, DD Forms 216N and 216NR.

No. 1520.6E — Announces the names of those officers selected for the class convening 5 Jul 1955 at the Submarine School, New London, Conn., and requests applications from Regular Navy and Naval Reserve line officers on active duty for the class convening January 1956.

No. 1530.18A — Provides information about the USAFI courses that will prove helpful to naval personnel who wish to review for the preliminary examination for assignment to the Naval Preparatory School.

No. 1751.1—Deletes that portion of NavPers 668 which inquires into the marital history of a serviceman and his wife.

No. 1900.1B—Promulgates a list of naval activities within the continental United States to which male personnel who are to be transferred for separation may be transferred.

BuPers Notices

No. 1801 (5 Apr)—Promulgated Change No. 1 to BuPers Inst. 1801.2A, which is concerned with non-disability retirement of officers and warrant officers.

No. 1120 (6 Apr)—Changed BuPers Inst. 1120.10A to permit women to apply for commissioned grades in the administration and supply section of the Medical Service Corps.

No. 1741 (8 Apr)—Provides instructions for completing Item 21 of Record of Emergency Data (DD Form 93). See page 9.

No. 1306 (13 Apr)—Promulgated Change No. 1 to paragraph 19.b BuPers Inst. 1306.20B, which is concerned with administrative details of sea and shore rotation of enlisted personnel.

No. 1300 (15 Apr)—Modified Bu-

HOW DID IT START

Mate

"Mate," originally "master's mate," is an old Navy title dating back to colonial times.

The mate was then the first or chief mate of a vessel. By the Act of 1815, the order of command aboard ship was Captain or Commander, Lieutenant, Master, Master's Mate, Boatswain, Gunner, Carpenter, and then Midshipman.

Although he was an officer (considered a warrant officer or warranted master's mate), the mate was not in line of promotion and held his position by appointment.

He usually ate in the steerage or with the warrant officers, and might be ordered to duty in charge of boats, as mate of the deck or any special duty prescribed by the commanding officer.

After 1843 no new appointments to mate were made. However, the Civil War brought about temporary appointments when a great increase in naval personnel was needed. By a Congressional Act in 1865 they were given an increase in pay and were rated from

seamen and ordinary seamen whose enlistments were not to be less than two years.

Within five years they were recognized as a part of the naval forces, but their number gradually diminished, and in 1894 they were given the same retirement benefits as warrant officers. By inducing retirement the Navy allowed this grade to go into abeyance.



Pers Inst. 1306.14B, which establishes procedures for distribution and rotation of enlisted personnel of the Machine Accountant rating.

No. 1326 (18 Apr) — Reemphasized the basic principles governing the issuance and proper administration of temporary flight orders for enlisted personnel.

AlStaCon

No. 2—States that, until further notice, there will be no public display of Navy guided missiles and associated equipment or other new devices including new weapons, experimental aircraft or new military equipment.

List of Latest Motion Pictures Available for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in April.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

The Other Woman (233): Melodrama; Cleo Moore, Hugo Haas.

Fire Over Africa (234) (T): Romantic Drama; Maureen O'Hara, MacDonald Carey.

Brigadoon (235) (T): Musical; Cyd Charisse, Gene Kelly, Van Johnson.

The Last Time I Saw Paris (236) (T): Romantic Drama; Elizabeth Taylor, Van Johnson, Donna Reed, Walter Pidgeon.

Trouble In Store (237): English Comedy; Norman Wisdom, Margaret Rutherford.

Track Of The Cat (238) (T): Melodrama; Teresa Wright, Robert Mitchum, Tab Hunter, Diana Lynn.

Pub Info Course for Officers Opens at Great Lakes

A Chicago newspaper reporter finished his story, looked up and exclaimed: "Head for the hills, everybody! We're being invaded."

The cause of his pretended alarm was a group of naval officers gathered around the desk of the city editor. They were there to learn how they could best assist the newspaper in the Navy's job of keeping the public informed.

The officers were on a field trip from USNTC Great Lakes, Ill., and were around the first to report for a new Information Officers Course conducted at the U. S. Naval Journalists School.

During their five weeks' study the students not only visit a large newspaper office but also spend time at small newspaper plants and various television and radio stations acquiring a first-hand knowledge of the problems and needs of the various media.

These field trips are but a part of the over-all instruction the students receive in the course, which ranges from a study of the naval communications system to practical work on problems of public relations.

In some respects the course parallels that given the Navy's enlisted journalists. However, the officers go into greater detail in their study of public information techniques and methods of organizing programs designed to keep the public informed.

In addition, they also receive

instruction in photography, news-writing, scriptwriting and naval history.

The course is intended to provide the Navy with a group of well trained information officers for both public and internal information duties.

Many students are assigned collateral duty public information billets upon completion of the course. Others become full-time PIOs.

A maximum of 15 students is enrolled in each of the classes, which convene every six weeks. Applications for the course are now being accepted.

To be eligible, an officer must have a minimum of 18 months' sea duty and be either a Naval Academy graduate or graduate of an accredited college or university. Women officers are also eligible. Previous experience in the field of public relations is desirable but not required.

In cases where the aptitude for information work has already been demonstrated, a waiver may be granted on the educational requirements. However, candidates should have a positive interest in the field of Navy public relations and a genuine desire to attend the course.

Commands desiring to send officers to this school should submit requests for quotas to the Chief of Naval Personnel (Attn: Pers C-122), via the chain of command.

Tonight's The Night (239) (T): Comedy; Yvonne DeCarlo, David Niven, Barry Fitzgerald.

The Far Country (240) (T): Western; Ruth Roman, James Stewart, Corinne Calvet.

The Golden Mistress (241) (T): Adventure Drama; Rosemarie Bowe, John Agar.

Cry Vengeance (242): Crime Drama; Martha Hyer, Mark Stevens.

Abbott and Costello Meet The Keystone Kops (243): Comedy; Bud Abbott, Lou Costello.

Unchained (244): Prison Drama; Barbara Hale, Elroy Hirsch, Chester Morris.

The Country Girl (245): Drama;

Grace Kelly, Bing Crosby, William Holden.

Six Bridges To Cross (246): Melodrama; Tony Curtis, Julia Adams.

Laura (247) (Re-issue): Drama; Gene Tierney, Dana Andrews.

Call Of The Wild (248) (Re-issue): Adventure Drama; Clark Gable, Loretta Young, Jack Oakie.

The Bamboo Prison (249): Korean War Drama; Robert Francis, Dianne Foster, Jerome Courtland.

Cattle Queen Of Montana (250) (T): Western; Barbara Stanwyck, Ronald Reagan.

Ma and Pa Kettle At Waikiki (251): Comedy; Marjorie Main, Percy Kilbride.

This Sky Pilot Saw Plenty of Air Action

A "sky pilot" who has spent plenty of time up in the wild blue yonder in Navy fighter planes is at present serving as a chaplain with the 2nd Marine Air Wing, Air Group 26, at Camp Lejeune, N. C.

LTJG Calvin E. Rains, USN, (ChC), served as a Navy fighter pilot in World War II and may well have been the last man to fire a shot before the fall of Japan.

On 14 Aug 1945 he was making a strafing run over a Japanese factory north of Tokyo when he received radio word of the end of hostilities. He immediately safetied his guns and returned to his ship.

The shots he fired during that last run are credited, in the history of his squadron, VF-34, with being the last of the war. The only other claim

was entered by the carrier *uss Ti-conderoga* (CVA 70) which also had a mission aloft at the same time. No official verdict has been forthcoming to decide which was actually the last shot but there is at least a 50-50 chance that they were Chaplain Rains'.

After the war had ended Chaplain Rains returned to college, entered a theological course and upon graduation returned to the Navy and an appointment in the Navy Chaplain Corps.

He is officially grounded now because of his noncombat status as a chaplain, but still maintains an active interest in the activities of the many aviators he is constantly in contact with as a result of serving with an aviation detachment.

The Student Prince (252) (T): Musical; Ann Blyth, Edmund Purdom, John Ericson, Louis Calhern.

Hobson's Choice (253): Comedy; Charles Laughton, John Mills.

The Bridges At Toko-Ri (254) (T): War Drama; Grace Kelly, William Holden, Mickey Rooney, Fredric March.

New Orleans Uncensored (255): Murder Drama; Arthur Franz, Beverly Garland.

Treasure of Ruby Hills (256): Melodrama; Carole Matthews, Zachary Scott.

The Looters (257): Drama; Rory Calhoun, Julie Adams.

Battle Taxi (258): War Drama; Sterling Hayden, Arthur Franz.

Seven Angry Men (259): Drama; Raymond Massey, Debra Paget.

Athena (260) (T): Musical; Jane Powell, Edmund Purdom, Debbie Reynolds, Vic Damone, Louis Calhern.

Ring of Fear (261): Circus Drama; Pat O'Brien, Clyde Beatty.

Crashout (262): Melodrama; William Bendix, Arthur Kennedy.

Land of Fury (263): Drama; Jack Hawkins, Glynis Johns.

High Society (264): Comedy; Leo Gorcey, Huntz Hall.

Drum Beat (265) (T): Western; Alan Ladd, Audrey Dalton, Marissa Pavan.

The Big Combo (266): Melodrama; Cornel Wilde, Jean Wallace, Richard Conte, Brian Donlevy.

Kentucky (267) (Re-issue) (T): Horse racing drama; Loretta Young, Richard Greene.

The Americano (268) (T): Glenn Ford, Ursula Thiess, Frank Lovejoy, Cesar Romero, Abbe Lane.

Conquest of Space (269) (T): Science Fiction Melodrama; Walter Brooke, Eric Fleming, Mickey Shaughnessey, William Redfield.

A Life In The Balance (270): Melodrama; Ricardo Montalban, Anne Bancroft.

Murder Is My Beat (271): Murder Drama; Barbara Payton, Paul Langton.

Timberjack (272) (T): Outdoor Melodrama; Vera Ralston, Sterling Hayden, David Brian, Hoagy Carmichael.

New York Confidential (273): Murder Drama; Marilyn Maxwell, Broderick Crawford, Richard Conte, Anne Bancroft.

Pirates of Tripoli (274) (T): Adventure Drama; Paul Henreid, Patricia Medina.

Training for Officers and PN's Begins in New Courses On Personnel Administration

The Personnel Men School, Class C-1, at San Diego's Naval Training Center, has established two new courses. Both of the courses are open to officers, and one of them is available to the top three PN rates. The new courses are:

- *Enlisted Classification*, a course designed particularly for officers in, or being ordered to, personnel administration billets and open to all line officers of the rank of LCDR and below. First convened on 14 Mar 1955, the four-week course will better equip the officer to use approved techniques of enlisted classification in assigning enlisted personnel. It will also enable the officer to provide better career counseling to enlisted men.

- *Naval Organizational Analysis* is a course open to all line officers of the rank of LCDR and below, and to enlisted men in the PN2, PN1 and PNC rates. First convened on 28 Mar 1955, this two-week course will provide a broad background relative to the details of performing an organizational analysis, the value of conducting such a study, and the techniques of effecting improvements in the organization, as well as designing more effective ways to accomplish the tasks assigned to the organization.

Subsequent classes for both courses will convene every four weeks after the convening dates listed above. Quotas for officer personnel are available on request from the Bureau of Naval Personnel (Pers B232). Enlisted quotas for the Naval Organizational Analysis Course are available through the respective Service Force commanders for fleet enlisted personnel, or the Chief of Naval Personnel for other enlisted men.



So that's how they send those speedletters!
R. D. Hastings, PN1, USN.

New Uniform Changes for Officers, EMs and Waves Approved by Secretary of Navy

Included among uniform changes are several provisions which will make life easier and more comfortable for Navymen. Approved by the Secretary of the Navy as a result of recommendations by the Permanent Naval Uniform Board, these changes provide for:

- **Khaki Short-Sleeve Tropical Shirts**—The same fabrics now authorized for khaki long-sleeve shirts are also approved for the khaki short-sleeve shirts. This will permit the use of tropical fabrics such as tropical worsted or wool gabardine in addition to the cotton or linen now required.

- **White Tropical Shirt**—The collar of both the white and khaki tropical short-sleeve shirt will be changed from the present straight or shawl style to a regular notched collar. On the white shirt, shoulder marks instead of the metal collar insignia shall be worn.

Breast insignia or ribbons may be worn, on the white shirt only, when prescribed by C.O. Present style shirts may be worn until replacement is required or until stocks are exhausted.

- **Dungaree Rating Badge**—Petty officers first, second and third class will now wear a dark blue rating badge on the dungaree working uniform. The type finally decided upon is a newly developed photo-printed badge without specialty mark, and it may be either ironed or sewn on the dungaree's sleeve.

- **EM's White Socks**—Authorization has been given for the optional wear of white socks with enlisted men's undress white uniform for an additional one-year period until 1

Jan 1956, in order to use up present stocks.

- **Insignia for CEC Warrant Officers**—Those warrant officers specifically designated for duty in the Civil Engineer Corps are authorized to wear the CEC insignia in the place of their present warrant specialty device. This will affect approximately 135 warrant officers whose designators are 749x (CEC machinist); 759x (CEC electrician) and 779x (CEC carpenter).

- **NavCad Initial Clothing Allowance**—The minimum outfit of Naval Aviation Cadets is increased to include two sets of khaki tropical shirts and shorts.

- **Miniature Medals**—Present restrictions on the number of miniature medals or badges to be worn are removed from *Uniform Regulations*.

- **Medals and Attachments**—Attachments such as battle stars and gold stars for second awards may be worn to the left of the ribbon centerline of medals in those cases where five medals are mounted on a single bar. This will avoid concealing stars underneath the next overlapping medal of higher precedence.

- **Gloves and Belts**—Gray gloves are required as part of the Service Dress Blue uniform when prescribed; otherwise optional. Only khaki web belts are authorized with khaki uniforms.

- **Women Officers**—Wear of the medium-weight blue overcoat instead of the blue raincoat, now authorized for men, is similarly authorized for women officers. Women may also wear large medals on blue and white full dress uniform.

- **Women Officers' Hats**—Women commanders and captains may now wear gold piping on their hats as presumably originally intended but not actually so stated in *Uniform Regulations*.

- **Aiguillettes**—Aiguillettes are to be furnished to aides and attaches at the expense of funds allotted to the flag or staff to which attached, instead of as a personal expense. The aiguillettes will remain in custody of the organization which provides them.

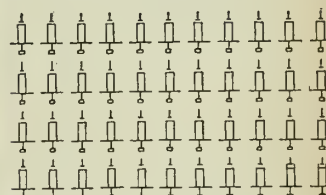
The above changes are included in the next printed change to *Uniform Regulations*, which is now at the printers and expected to be distributed in June.

A corpsman uttering the old familiar words, "Roll up your sleeve," while he stands by with a hypodermic needle, has sent a chill through many a sailor. You can assume that scene will be repeated frequently during your Navy career. Just how many inoculations you will receive has been the subject of many a gobfest in the Navy and research shows there is often adequate



reason for Novymen to feel as though their arm is a pincushion. And they can be glad of it.

There are three basic series of inoculations that everyone gets throughout his time in the Navy. These are smallpox, tetanus and typhoid. You receive a smallpox vaccination when you enter the Navy and a repeat every three



years. The other two are given in a series of three during your recruit training with a booster shot given every three years. Recently it has been decided to give all Navymen the new influenza shots annually, making a total of 44 times the corpsman will approach you with needle in hand during a 20-year career.

In addition you can count on getting a few other inoculations along the way, as your sea duty will take you



to various locations where other diseases are prevalent. These may include any or all of the following: yellow fever, typhus, cholera, rocky mountain spotted fever, diphtheria, Japanese B Encephalitis or in very rare cases, the plague. All told, they add up to a total of 60 inoculations, or an average of three a year for your "20." That's a small price to pay for the protection afforded.

QUIZ AWEIGH ANSWERS QUIZ AWEIGH IS ON PAGE 9.

1. (a) Medical Corps.
2. (c) A spread oak leaf embroidered in gold surcharged with a silvericorn.
3. (c) Nurse Corps.
4. (b) On sleeves of blue and white uniforms.
5. (b) Supply Corps.
6. (c) Both men and women officers.

Roundup of Action on Legislation of Interest to the Navyman

HERE ARE THE HIGHLIGHTS of the legislative action by the 84th Congress of interest to naval personnel.

This summary includes those bills which have been introduced, and those on which action has been taken. Bills which were listed as introduced in the April 1953 issue of *ALL HANDS*, and on which no further action has been taken, are not listed

here. Future summaries will contain information concerning new items as well as changes in the status of bills reported or introduced.

International Sports—P. L. 14 (formerly S 829): Authorizes Armed Forces personnel to participate in the Olympics and other international sports competitions. Signed by President.

National Reserve Plan—H. R. 5297

(formerly H. R. 2967): Provides for the training and organization of Reserves. Reported favorably by the House Armed Services Committee.

Transportation—H. R. 2121 and S. 796: Authorizes expenditure for return of household goods and personal effects despite weight limitations. Passed by House.

Claims—H. R. 3996 and S. 1387: Removes \$2500 limitation on claims by military and civilian personnel. Passed by House.

UMT&S—H. R. 2217 and S. 802: Would forego final physical examination for inductees continued on active duty in another status. Passed by Senate.

The following bills were introduced and, at the time of this writing, no further action had taken place:

USS Olympia—S 1190: Grants a new 6-month period within which applications may be made to the SecNav for donation of *Olympia*.

Voluntary Extension of Enlistments—HR 5000: Allows voluntary extensions of enlistments for periods of less than one year.

Widows' Pensions—S 1213: Provides same basis for awarding pensions to widows and children of WWII veterans as now provided for widows and children of WWI veterans.

Navy Naturalization—S 1258: Permits naturalization of certain persons by reason of honorable service in Navy before 24 Dec 1952.

Uniform Classification—S 1280: Provides for uniform classification of certain persons who are subject to provisions of UMT and Service Act.

Extend Education Benefits—S 1282: Extends until Jul 1959 the basic service period for establishing eligibility for servicemen's educational benefits.

Retirement Benefits—S 1345: Reads justly equitably the retirement benefits of certain individuals on the Emergency Officers Retired List.

Alaska Allowances—S 1388: Validates station allowances for certain Army, Navy and AF personnel previously based in Alaska.

Milk Ration—S 1420, HR 4914: Provides that the daily ration of Army, Navy, Marine Corps, Air Force and Coast Guard personnel

Duty on Forbidden Mountain

Sailors who've been around the fleet for a time know that the Navy has billets in some mighty odd places—like the top of "Forbidden Mountain" on Hawaii's Oahu Island. Situated northwest of Pearl Harbor, Mauna Kapu is home for numerous wild pigs and two radio relay stations and their Navy keepers.

The stations, vital links in the Navy's Pacific communications network, are used to relay radio traffic between the world's second largest transmitter at Lualualei and Pearl Harbor. The relay stations are necessary because the Waianae mountain range lies between "Pearl" and the transmitter. Electronics technicians, one stationed at each of the two relay points, keep the equipment manned and ready at all times.

From Forbidden Mountain, the only means of reaching civilization is a winding, one-lane road, seven-and-a-half miles long. Once a week, a Navy supply truck threads its way up the twisting road to deliver spare parts and mail.

But life is not so lonely as it sounds, since both operators have their wives living with them. The lower of the two relay stations is operated by Eddie F. Edwards, ET3, USN, and his wife Carol. They have lived at Mauna Kapu for nearly two years and enjoy both their vast view of Oahu and their busy routine.

The upper relay station, a quarter-

mile away, is manned by Carl H. Schubert, ETN3, USNR, and his wife Mary Lou. Although they have lived there for a shorter time, the Schuberts share the Edwards' delight in Forbidden Mountain and the two couples are close friends.

Schubert has a television set which the Edwards share, while Edwards has an auto for necessary trips to the valley; however, they have gone as long as three months without leaving the mountain top. Their only other contact with the outer world is a telephone system which links both relay stations with "home base."

All is not smooth sailing for the mountain sailors, though. During Hawaii's rainy season frequent downpours require that the men maintain an all-night vigil to insure that important radio transmissions are going through their equipment properly. High winds often play havoc with their directional antennas, necessitating frequent adjustment and care.

And aside from their regular duties, Edwards and Schubert are sometimes asked to look for survivors of airplane crashes and lost hikers. From their "home in the sky" they also maintain a watchful lookout for forest fires.

Despite their strenuous duties and their isolation, however, both families agree that "Forbidden Mountain" is topnotch duty.

—Tillman H. Bach, JOSN, USN.



shall include at least one quart of milk per day.

Navy Running Mates—S 1441, H.R. 4229: Provides running mates for certain Navy staff corps officers.

Navy Exams—S 1443, HR 4704: Provides for examination preliminary to promotion of naval officers.

Family Housing — S 1501: Adds new title to National Housing Act providing additional authority for insurance of loans made for construction of urgently needed military housing.

WWI Pensions—HR 4264: Grants a pension of \$100 per month to all honorably discharged veterans of WWI who are 60 years of age.

Accrued Leave—HR 4290: Provides that leave accumulated by members of the Armed Forces while POWs in Korea shall not be counted in determining maximum amount of leave which they may accumulate or have to their credit.

Honor Servicemen—HR 4389: Provides that a special gold star be added to the U. S. flag in honor of members of the Armed Forces who died in service.

Naval Vessels—HR 4393: Provides for construction and conversion of certain modern naval vessels.

Reserve Benefits—HR 4450: Provides benefits for Reservists who suffer disability or death from injury or disease while engaged in active-duty or inactive-duty training.

Retired Benefits—HR 4523: Provides that benefits may be paid under FECA concurrently with retired pay under title III of the Army and AF Vitalization and Retirement Act.

Burial Payment—HR 4562: Provides for payment of not in excess of \$75 to cover cost of acquisition of a burial site for certain deceased veterans.

Doctor-Dentist Procurement — HR 4645: Facilitates procurement of doctors and dentists for Armed Forces by providing scholarships.

Combat Compensation—HR 4776: Provides additional compensation for members of the Services during certain periods of combat duty.

Reserve Midshipmen — HR 4801: Authorizes appointment of Reserve midshipmen in the U. S. Navy.

Burial Expenses — HR 4837: Increases limit of amounts payable in connection with funeral and burial of deceased veterans.

Widows Pensions—HR 4840: Provides pension for widows and children of deceased veterans of WWI, or of service on and after 27 June 1950, on same basis as pension is provided for widows and children of deceased veterans of WWI.

Reserve Forces — HR 4848: Pro-

vides for strengthening of the Reserve forces.

Medical Personnel — H. R. 2886: Would extend authority for induction.

Retirement — H. R. 2112 and S. 1570: Provides for retirement of temporary officers after 20 years' service.

WAY BACK WHEN

Youngest Navy Captain

Twenty-four year old Stephen Decatur, who was the youngest man to hold the rank of Captain in the U. S. Navy earned his rank through command tactics in the Tripolitan War after the U. S. frigate *Philadelphia* was captured by the enemy in one of the best-known episodes of our early Navy. Decatur was promoted for preventing the use of the captured vessel against our own forces.

Since the Commander of the American Squadron, Commodore Edward Preble, USN, felt that the loss of *Philadelphia* to the enemy was a threat to the success of future operations against Tripoli, he declared that she must be destroyed.

Lieutenant Stephen Decatur immediately volunteered to make a night attack on *Philadelphia*. Early in February 1804, in a captured enemy ketch renamed *Intrepid*, and accompanied by the brig *Siren*, Decatur with about 75 officers and men crossed the harbor of Tripoli. While *Siren* was ordered to stay behind at a safe distance, *Intrepid* eased her way between enemy ships on one side and the combination palace and fort of the ruler of Tripoli on the other.

When she was within shouting distance of *Philadelphia*, *Intrepid* was hailed and ordered to stay away. However, Decatur's pilot who knew the language was ready with the answers to any questions asked. While the pilot carried on a conversation with the enemy guard, 12 American sailors disguised in Maltese costumes and the only ones visible to the men up on deck, quietly and quickly made their lines fast to *Philadelphia*.

But the masquerade was soon over and the cry of "Americans!" rang out over the deck of *Philadelphia*. Decatur sprang into action and gave the word to his men to board immediately. The Americans swarmed over the sides of the captured ship and quickly overcame the surprised enemy.

According to prearranged plans, Decatur's party placed combustibles in different parts of the ship and set them on fire. With their work done in a matter of minutes they jumped back to the *Intrepid's* deck.

Lookouts on shore awakened the sleeping



garrison which came alive and opened fire on the retreating Americans. The three cruisers and galley moored near *Philadelphia* joined in the attack but their aim was no better than that of the shore batteries. Only one shot hit *Intrepid* during the half hour it was within firing range and that shot passed harmlessly through a sail.

By this time the fire aboard *Philadelphia* had heated her loaded guns and she began to fire haphazardly—one side discharging fire into the town on shore and the other firing after the high-toiling *Intrepid*.

Philadelphia, with her howser burned off, drifted near the ruler's palace where she blew up.

For his heroic leadership, which was considered the most daring feat of the age and compared with British Admiral Lord Nelson's exploit at Corsica, Lieutenant Decatur was promoted to the rank of Captain. At the age of 24 he became the youngest officer to hold this rank.

A resolution approved by Congress 27 Nov 1804 authorized "That the President of the United States be requested to present, in the name of Congress, to Captain Stephen Decatur, a sword, and to each of the officers and crew of the United States ketch *Intrepid*, two months' pay, as testimony of the high sense entertained by Congress of the gallantry, good conduct, and services of Captain Decatur, the officers and crew, of the said ketch" in destroying the frigate.

Brief news items about other branches of the armed services

★ ★ ★

A TEAM OF AIR FORCE researchers has moved back on the ice again, at Fletcher's Ice Island (also known as T-3). They are there to conduct a series of scientific studies.

The researchers abandoned the floating island in 1954 when it wandered too close to Ellesmere Island, in the Arctic Ocean, where a fixed weather station already was in operation.

Although the ice island is still in approximately the same position, the expedition plans to deal primarily with scientific research in such fields as marine biology and geophysical data.

A ski-equipped C-47 transport will land the party on the huge hunk of floating ice and during their stay all supplies will be air-dropped by planes from the Northeast Air Command.

★ ★ ★

AN ELECTRONIC "BRAIN" which takes over the controls of a drone and flies it safely in case the remote control system fails has been developed by the Air Force.

The "brain" goes into operation when the "mother" plane is disabled or the ground control station is bombed out or lost. The new device flies the drone automatically, thus keeping it from crashing.

If the drone is high enough for safety's sake when the outside control is lost, the electronic master mind maneuvers it into a left turn at 265 miles an hour. The drone will then fly around in a circle until the control beam comes on again from another outside source.

If the drone is too low, it is put into a full power climb of seven degrees and, at 200 miles an hour, goes into a climbing left turn until the proper altitude is reached. Then it starts flying in circles.

★ ★ ★

A METAL RESCUE BASKET, for use by helicopters in effecting sea-air pickups of survivors, has been developed by the U. S. Coast Guard and will soon be installed on most of the Coast Guard's rescue helicopters. It was the brainchild of CAPT Frank A. Erickson, uscg (Ret.) former head of the Coast Guard's Rotary Wing Development Unit.



NIGHT PHOTO shows armored infantry moving up to position in personnel carrier during exercises in Korea.

The new basket is attached to a boom. When a "survivor" is spotted in the water the boom is extended and the basket lowered about 15 feet below the copter. The pilot then comes to a hover approximately 20 feet down wind from the survivor while the hoist operator lowers the basket into the water, lets out five or 10 feet of slack and then coaches the pilot into position.

As a result of this new development the pilot can concentrate on maneuvering the aircraft. The basket is so constructed that the resistance of the water causes it to heel, forcing the lower rail under the survivor, while the upper rail prevents him from being washed through. A completely unconscious or helpless person can be picked up in this manner.

When the hoist operator sees the survivor safely in the basket he directs the pilot to climb out of the reach of the waves before hoisting the survivor into the helicopter.

Such a procedure makes it unnecessary for a man to jump into the water and attach the sling to an unconscious survivor, as was necessary in the past.

★ ★ ★

WING FUEL TANKS on Air Force planes will take on a new look shortly, following the development of a plastic, droppable fuel tank that will replace the present aluminum style.

These new wing tanks have two distinct advantages over those now in use. First, after the fuel has been used they can be dropped and will smash upon impact. The aluminum type when dropped could be salvaged by an enemy.

The second big advantage to the plastic tanks is the fact that they will free a great deal of aluminum to go into other phases of defense.

The plastic tanks will be somewhat heavier than their aluminum counterparts but engineers believe further development will reduce the plastic tank weight to that comparable to aluminum.

Basically there are two styles of plastic tanks under development. The one which is being produced and will soon start appearing on Air Force planes is standardized at 225 gallons but they can be reduced to a capacity of 200 gallons or increased to 250 gallons by shortening or lengthening the barrel, or center section, of the tank. The other style will hold a maximum of 450 gallons of fuel.

General appearance is the same as the aluminum wing tanks. However, the aluminum type has a knockdown feature that has not been achieved as yet.

★ ★ ★

PAY DAY TWICE A MONTH will now be the rule for the Air Force following a six-month testing period, and the Army is contemplating the same plan.

When the experiment was completed it was found that more than 75 per cent of the airmen were in favor of getting paid twice a month instead of the earlier, once-a-month schedule.

However, top three pay grades will be paid once a month if they so desire. During the test period only officers were given this option.

New paydays for the Air Force will be the 15th and last day of each month.


TRAINING CRUISE

1889

It's a rare occasion when a Navyman not only lives through an important part of the development of our Navy but is able to write about his experiences with skill and humor. However, retired Yeoman Fred J. Buenzle, has accomplished just this in his *Autobiography*.

The author had just turned sixteen when, in 1899, he signed articles as an apprentice in the U. S. Navy. He went through the usual hazing period as a recruit, and during the many years he followed the sea he accumulated innumerable anecdotes of the days of sailing vessels, of the transfer to steam, of the Battle of Santiago, and of the transition of the "old Navy" to the "new Navy" following the Spanish-American war.

After his enlistment and after he had served on board ST. LOUIS for several months as apprentice, he was transferred to Newport, R. I., at that time the only training station in the United States for enlisted personnel. NEW HAMPSHIRE was the training vessel then stationed at Newport.



NEVER BEFORE IN MY LIFE had I seen such a large group of boys as the crowd that greeted us with jeers when our new ship loomed up, misty and gigantic, in the thick New England fog. Over the bulwarks showed scores of youthful heads all crying out the same time-worn jest:

"Ahoy, Philadelphia! You'll be sorry you ever left the farm to go to sea in the *New Hampshire*!"

Our little draft, with mouths full of mist and eyelashes beaded with the clinging moisture, were in no mood to retort in valiant spirit. We had been landed

from a Sound steamer at the fish-smeared wharf of Newport at two that morning, and had been locked in a malodorous waiting room for three hours until the training-ship launch picked us up. It was the Fourth of July, 1889, but we were in no mood to celebrate. Philadelphia would have looked good to all of us then.

We were hustled through a large port cut in the side of *New Hampshire* and mustered on the gun deck, where a warrant officer examined our papers amid a riotous shouting from a swarm of boys, young and old, that hovered threateningly about us.

Aside from the anticipated fun of initiating a draft of greenhorns in proper style, the youthful crew was in high spirits because it was to take part in a parade at

From *Autobiography*, by Fred J. Buenzle, YNC, USN, (Ret.) with A. Grove Day; published by W. W. Norton and Co., Inc., New York, with copyright 1939. Published with permission of the copyright owner.





CLOTHING INSPECTION is conducted in USS New Hampshire, training ship for recruits, at turn of the century.

Newport. We new boys were not to have a place in that drill, however, and instead wrote letters, prowled about our new home, and made friends with apprentices in the sick bay. All of them did little to cheer our lot, prophesying dire doings when the Fo'c'sle Cadets gathered that night as an informal reception committee.

Sure enough, our squad had to make its appearance before these Cadets, chiefly from New York City. Philadelphia lads were always fair game, for some reason, and we were hazed with enthusiasm. It did no good to resist, for that made it all the worse for us. We had to answer questions in seamanship and gunnery on points we knew nothing about, and they pretended we were marked on our records for our failures. We had to go over the masthead barefoot—a painful proceeding—and were then compelled to do other stunts not mentioned in any *Bluejacket's Manual*, until our well-meant efforts caused such a commotion that the mate in charge of the deck could no longer ignore what was going on. This was my initiation into what

HAMMOCKS were strung up in the gun decks. Sailors soon learned how to maintain even keel despite ship's roll.



was to prove a nine-month hitch at the Newport training station.

After this introduction to the training school, Buenzle and his shipmates went through an intensive indoctrination to prepare them for future duties. Buenzle successfully completed the course and, in time, was transferred to PORTSMOUTH, a training ship for U. S. Navy apprentices on the Atlantic. Built in 1843 as a 20-gun first class sloop of war of 846 tons displacement, PORTSMOUTH had been active in the Mexican and Civil Wars, served in the African squadron, in the East Indies and China Coast, and in 1878, became a training ship. Below, Buenzle describes PORTSMOUTH's departure.

WHEN WE REACHED our stations on deck, we found that the executive officer had taken his place on the weather horse block and there, leaning his bulk over the pipe rail, was bellowing order after order. The ship was drifting astern, and the helm was put hard down.

"Let go fore and main clew garnets; sheet home the courses!" Two more great sails filled with the wind. Men ran away with the headsail halyards, and our bow fell off to the rattling accompaniment of sheet blocks and pendants. A few men left below at the capstan had run the anchor up to the hawsepipe, where it dangled and dripped as water from the clanking head pumps splashed on the broad flukes to wash away sand and seaweed. We were headed, I noticed, back toward New York—why was that? I was still unacquainted with the secrets of sailing a great ship against the wind.

The captain stood beside the brass canopy of a hatchway, alert to the movements of the helmsmen, glancing now at the pennant aloft and now at the buoys to right and left of us. A swarm of gray gulls rose from the beach and hovered over our stern, screeching so that we could scarcely hear the cries of the leadsmen in the chains. On up the roads we sailed, close-hauled on the starboard tack, the captain's eye fixed on the leech of the main topgallantsail.

Suddenly, with arm extended, he waved his hand to the right. The blare of the executive officer's voice through his trumpet frightened the gulls to silence.

"Ready about! Helm's a-lee! . . . Rise tacks and sheets! . . . Haul taut; mainsail ha-a-ul!"

THE CHANTING CALL had barely blown down the wind when the yards were swung round and the ship seemed to pivot on her heel. The familiar orders heard in our peaceful harbor drills took on an urgent, new significance, and we cursed and stumbled in green anxiety, for now the safety of the great ship in a narrow channel hung on quick and sure action. It was not done with clever, practiced skill; but it was done.

There was a tense moment when the ship stood still, as if to listen. Then her head wavered, drifted slowly to starboard. We hauled on the many braces, eased the spanker boom amidships and then over to the lee side, to the clatter and churr of jib and staysail sheets forward. When I could look up, I found we were safely on the port tack, heeled over and headed out to sea. Thousands of feet of rope were lying in a seemingly inextricable tangle about decks; but the sails had filled robustly, the wind was on our quarter—the *Portsmouth's* best sailing point—and a million bubbles swirled about the rudder and rippled in our wake.

Greenhorns as we were, we had put her about and taken her to sea. A few months later the same captain

and crew worked the ship, piled with canvas, up the narrow reaches of the Elizabeth River and dropped both bowers, then put out a kedge so that we would not interfere with the traffic of the Norfolk Navy Yard. There was no turbulence or confusion, for by then our task had become second nature to us and we took pride in its swift accomplishment. We had come to know by the feel of a halyard when a yard was up or a sheet was home. We knew what rope to pull and how hard to pull it, and the precise pin of all pins where each was to be belayed. We had "learned the ropes," so that even on the darkest night we could work the ship by the manual of touch.

Now, as the *Portsmouth* dipped and curtsied to the Atlantic swells, we could feel the draw and lift of her upper sails and two courses before the freshening breeze. She was making six knots, which was not bad for her class. There was still plenty to be done. The decks were cleared of all shore gear, fenders, pudding mats, and the last of the sea stores. The two bower anchors were fished and brought inboard, and then secured to the billboards by frapping through their ring bolts. The cables, which had been unbent, were sent to the chain lockers. Conical "jackasses" of woven rope were drawn up through the empty hawsepipes to keep the seas out of the manger. It was beginning to rain.

THE DECK HAD BEEN GIVEN over to the starboard watch, and at seven bells we of the port watch went below for dinner. Few of my comrades had any appetite for the meal; most of them were queasy, and the calloused comments of the older men did little to reassure their stomachs. Nor was there any comfort or seclusion to be had, for after dinner we were all called to the rolling deck, where the rain continued and the sea was rising. Through the waves the hull heaved forward in a sickening series of plunges, scuppers under. We were battling an ocean.

We held southerly, and my first two hours were passed in jumping from the main braces to the crojick braces, swigging now and again at a halyard or sheet, pulling or slackening some of the spanker gear, tightening the vangs, letting go the topping lifts, or heaving the log (a special duty of the afterguard). Life seemed full of cares for a green hand, and I began to suspect that when a moment's respite came it was merely because the officer of the deck was forward superintending the trimming of gear there. For the first time I heard many sea commands that in future would stir me to automatic action, but which now were strange.

The world seemed to waver, I shivered, and my teeth rattled in my head. The sight of green water sliding by overside and the groaning of the ship made me feel as if the vessel herself was sickened by the incessant pitching of the sea. A thin sour stream trickled from the sides of my mouth. I would have given much to be able to crawl into a warm and sheltered spot, to hide in a magazine or deep in the hold, or anywhere that would take me away from the reach of rough duty calls amid a watery universe. At that moment Bob Hamilton, in charge of my part of the ship, ordered me to the wheel to take my first steering trick.

The flaxen-haired seaman at the weather side of the wheel, the post of honor, swore and spat when he saw me reach for the spokes opposite him. He needed a man, not a splinter of a boy, to help him handle the



AT MESS—Appetites of new recruits grew as they gained their sea legs. Note the mess tables hang hammock-style.

kicking old tub! His was the guiding hand, and I was barely able to follow his lead as he pulled or hung at the spokes, shifting my stand every minute or two, muscles shaking and head throbbing in the need to anticipate each contrary jerk of the rudder and flaw of the wind. The wheel seemed ready at any instant to pull my chest open.

A time-honored ceremony in our navy in those days was general muster, which was held once a month, usually on the first Sunday. This function was preceded several days earlier by the most vigorous cleaning and overhauling of the ship that a hard-working crew could accomplish.

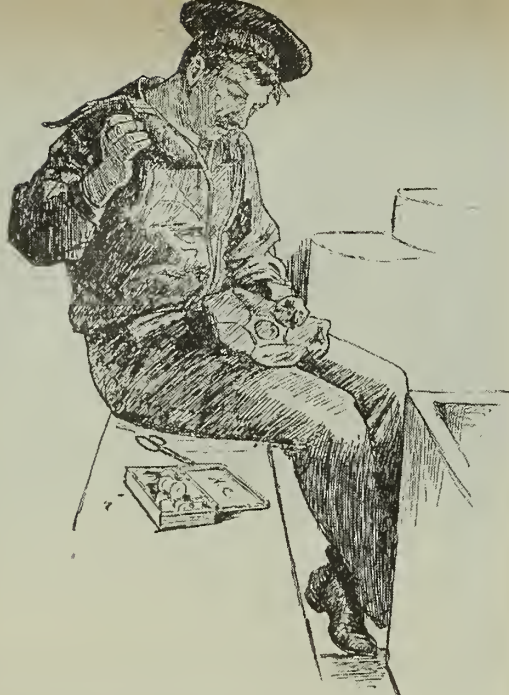
When the fatal Sunday arrived and the ship was thought to be in perfect order, the men would clean up and haul from their bags the best apparel they owned, and after a preliminary inspection by division officers would seek their quarters. Then the captain, with his retinue, visited every part of the ship. With a solemn air he rubbed his white gloves over the beams and carlings and across the bottoms of scouse kettles in every mess.

It was: "Put this man on the report—that paintwork shows streaks!" "That gear should be stowed better." "Boatswain, can't you see that the bunt gasket of your main royal is not square?"

The ship's writer was kept busy entering the names of offenders; the messengers ran for this person and that; the bugler sounded one call after another, and the boatswain's mates passed the word from deck to deck. Every man's heart fluttered with fears.

Today, however, general muster as a monthly naval ceremony has been abolished for some thirty years. It was an awe-inspiring ceremony, and when old men now speak of it, it is usually in a tone of reverence.

IT WAS ON FEBRUARY 12 that we left Barbados astern and payed off to the southward for Trinidad, also in the British West Indies and lying ten degrees north of the Equator. On the next day we entered the Dragon's Mouth leading into the Gulf of Paria, a narrow passage that was formerly an ideal lurking spot for pirates. Before us to south and west rose the mile-high mountains of the Venezuelan mainland, while on the east spired the three tall peaks that caused Columbus to name the big island after the Holy Trinity. In the Gulf, about ten miles offshore, we anchored in shallow water



EVERY SAILOR became proficient in art of sewing and darning. Ditty box at right contains needed equipment.

and prepared for days of drill and target practice.

Our captain was heard to remark to some of his officers that he had been requested by bureau officers in Washington to give his men plenty of drill, and he was always a great one to follow orders. Almost every morning we raised our hook out of the mud and exercised the ship in tacking and wearing, in reefing top-sails, and in taking down light yards and masts. At other times the daylight hours were passed in firing our broad-side guns at a triangular piece of canvas spread above a beef barrel, the ship running all the while as nearly in a circle as a sailing ship could be made to run.

BEFORE TARGET PRACTICE, days had to be spent in careful and noisy preparations for preventing accidental fires—the ceremonial opening of the lead-lined magazine, the draping of fireproofed curtains, and the donning of special apparel for ammunition rooms.

Then, when the ship was lolling ahead through the waves, the gun crews would be called to their stations, the heavy guns levered inboard by hand, the charge and sabot shot inserted in the muzzle, and the wad

SAILMAKING class gave early recruit valuable experience. This one was conducted on board USS *Portsmouth*.



laboriously tamped. With the vent conscientiously filled with black powder, the guns would be run out with side tackles. Then came the anxious instant when gun captain, feet apart, lanyard in one hand with the other held high in the air, gave on signal a sharp pull.

If all the work had been handily performed, the powder bag pierced, and the vent laid perfectly, there would follow a deafening roar and the gun would jump the length of its hemp breeching like an angry mule. On a great curving trajectory the shot would approach the target in a skipping series of splashes. Considering that the ship was moving ahead all the while, and rolling from side to side, it was surprising the number of times that the gunners could hit the mark. A spell-bound "Ah!" would sound from the deck above, and from one of the tops would come a cry giving the range. That shot would have hit a ship!

In those years the maritime safety of the American nation depended almost altogether upon the skill with which bewhiskered old gunners could hit a target with 11-inch smoothbores such as those that jutted from the sides of *Portsmouth*.

Another disheartening practice that seemed to come along far too often was fire drill. If there was a compartment or nook on *Portsmouth* in which we were not called to fight an imaginary fire, it must have been inside one of the full water tanks. Our backs were nearly broken straining at the pumps. As soon as it appeared that one fire was under control, the executive officer would inform us explosively through his trumpet that another fire had just been discovered in the forehold or some other place equally difficult to reach. All these drills, of course, were planned by the captain; but it seemed to us that the executive officer charged with carrying them out had his own ideas about staging them at midnight or when the watch was snoring below.

SPARE HOURS BETWEEN DRILLS were taken up with boatwork under oars or sail, and at this I was never bored. Of course the vessel was scrubbed from stem to stern daily, until she gleamed with cleanliness.

If it is true that a hard-worked ship is a happy ship, then we were a happy crowd. We sought our dream-sacks the moment hammock call was piped, and I would barely have time to ponder on the healthful salty life I was living before sleep would spring and haul me down into unconsciousness.

On Washington's Birthday the order was piped, "All hands skylark!"

Officers and men of the permanent crew contributed money for prizes. The apprentices engaged in obstacle races and pie-eating contests and competed in swimming, high diving, and wrestling. As a climax, there was a race between a whale-boat and a gig, and another between boats manned respectively by marines and berth-deck cooks.

The cooks were the favorites and won easily, to the great satisfaction of the deck department. The coxswain of the cooks' crew was a man who was covered with coarse hair on every part of his body except his head, which was completely bald. He ascribed this to wearing a watch cap through a long period of years. He claimed that, if he wanted to, he could get rid of every hair on his body by wearing extra-heavy woolen underclothes. This statement was loudly scouted by "Scupper-mouth" Hilgard, a Scandinavian with a fine head of blond hair,

ALL HANDS

which he said resulted from wearing a watch cap for many years. . . . The interesting argument had not been settled at the end of cruise.

AS WE DROPPED ANCHOR at Trinidad, the gig of Her Majesty's Ship *Ready*, moored near us, cleared away and in a short time came alongside after making a wide sweep around our stern, skimming ahead like a water beetle to a quick English stroke—a quick pull, a long pause, and another quick pull. The commanding officer of *Ready*, with cocked hat and epaulettes, came aboard to offer us any assistance that the sight of our fished topstail yard indicated we might need. The captain seemed to me a mere boy. His face was soft and close-shaven, and comparing him in my mind to the bearded, hard-faced, bull-voiced men who seemed hewed out to command naval vessels, I wagered to myself that he would never win to battle rank or advance greatly in the service of his country. He was handsome, and had a pleasant voice and easygoing air that contrasted with the constrained manner of his aide.

These two officers went below to confer with our captain, while I hastened down to the gun deck and found a starboard gun port where I could be close to the English gig held at the gangway. The trim old British salts, the first I had seen at close quarters, showed by their glances aloft a flattering interest in the way we had made our temporary repairs during the storm. I observed their natty uniforms, and wondered innocently at their similarity to our own. As I gazed, listening to their low-toned, clipped talk, our boatswain above on the spar deck began to pipe side boys. There was a hurried tramp of feet, and the Britons stiffened to attention. Two of our side boys had reached their stations on the lower platform just as I noticed that the boat cloth of the gig was drabbling in the water over its stern.

The cloth carried a coat of arms, the most gorgeous blazon of needlework that my eyes had ever beheld; and I felt a quick desire to save it from the salt water.

I hissed a call, but the coxswain stood like a statue at salute, and the noise of an eleven-incher would not have moved him. But his young superior, the British captain, had now reached the grating, and he heard me, for we were not more than three feet apart. He looked in through the port, followed the direction of my pointing finger, and rewarded me with a smile and a "Thank you, lad!" as he stepped into his boat. Not until then did the coxswain unbend, but the beardless officer had already rescued the cloth.

Off went the gig with its smart racing-stroke, and I was called back to my duties. Not for forty-four years did I learn, in a letter from a *Portsmouth* shipmate, that the officer whose youth and gentleness I had deplored had, after all, made a name in his profession. He had become a full captain, and an admiral, and by then held the title of "George V, by the grace of God, of the United Kingdom of Great Britain and Ireland, and of all the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India." And his picture showed me that he had also acquired a fine sailorly beard. He looked, despite stars and ribbons, the kindly commander he was, and I wondered if he ever dreamed that a humble bluejacket had once pitied him.

ON THE SECOND OF OCTOBER we dropped our hook

in the North River, at New York, and furled sail on the good ship *Portsmouth* for the last time.

Our training period was over; but still I had not had my fill of the romantic life under sail and feared that I would now be drafted to some steaming man-o'-war with smoking funnels. There, I knew, I would never be privileged to fight a really terrifying storm with rollers coming over the bows and sending the gear off its pins to make a slatting hurrah's nest for a smart seaman to clear up amid the shriek of a hell-busting nor'wester. I knew also that our ship's company would now be scattered, and that I would see few of my friends again. I was sorry, for they were a gang of lively boys, and I had found during the cruise that there were few things that could down them.

While all hands were aloft furling sail at New York and putting on harbor gaskets, one of the lads slipped through the footropes on the starboard lower maintopsail yard, and fell. He landed across the main yard below, and although he must have had cause to be terrified, did not let out a cry. Krafft, the carpenter's mate, whose duty it was to help furl the mainsail at such times, with a big calloused hand grabbed the boy and coolly set him right side up on the footropes.

"Tamned kids," said Krafft, shaking his head. "Dey are always leaving dere stations without permission."



SCALE MODEL of USS *Portsmouth* shows quarterdeck as sketched by author while serving on board in 1880s.

TAFFRAIL TALK

Perhaps you've heard of the survey of an escort squadron which disclosed that 22.5 per cent of those on board had, at one time or another, suffered seasickness when their ships began to pitch and roll.

Another 38.7 per cent admitted they became more or less woozy at times and the balance insisted they never suffered from that particular affliction.

Our authority states that recommended treatment for the ailment included individual attention, sympathy and optimism dispensed by corpsmen and doctors. Not to mention, of course, shore duty.

★ ★ ★

The phrase "richest chief in the Navy," may not be strictly applicable to Macon S. Mullens, SWC, of ACB-1, Naval Beach Group School, ComPhibPac, but he's doing all right with an oil well pumping 1000 barrels a day at his home at Sunset Heights, Calif. A couple of weeks after his gusher came in, his wife's sister also struck luck—a 2500-barrel strike—and in a different field.

★ ★ ★

The Rataczak brothers of Galena, Kans., have taken steps to eliminate confusion in certain areas of the Navy. They've retired on 20. Twins, they enlisted in Joplin, Mo., where they met their future wives, also twins and redhaired.



During the past 20 years both men have served with excellent records and have made all rates together including acting and permanent appointments as CPOs. Commissarymen, they served together during WWII in *uss Juneau* (CL 52), *Detroit* (CL 8), and *Jamestown* (AGP 3), when they were separated for a while, only to rejoin forces again in *uss Sierra* (AD 18) in 1948.

They now plan to go into business—together.

★ ★ ★

A spot of rainy-day research indicates that Tia, from Masefau, Tutuila, Samoa, has, as far as we can determine, the shortest name in the Navy files. We learn that in Samoa, it's not uncommon for a man to have only one name to his name.

★ ★ ★

If you're a real camera hound, there's no telling when you may want to take night photographs from a plane traveling faster than the speed of sound. If so, you'll be happy to know that a camera is being developed to do just that, according to reports. At present, it's only available to the military, but the manufacturer has announced that models will soon be on the market for individual use.

We don't know why we tell you this, but it sounds intriguing.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: 'MAN OVERBOARD' is the word as seconds later men of USS *Hornet* (CVA 12) hit the water in a motor whaleboat during rescue drill. ➡



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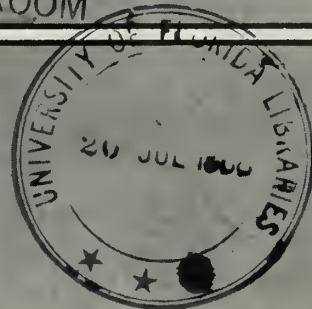
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JULY 1955



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JULY 1955

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NUMBER 461

VICE ADMIRAL JAMES L. HOLLOWAY, JR., USN

The Chief of Naval Personnel

REAR ADMIRAL MURR E. ARNOLD, USN

The Deputy Chief of Naval Personnel

CAPTAIN L. C. HEINZ, USN

Assistant Chief for Morale Services

TABLE OF CONTENTS

Have Bulldozer and Crane—Will Travel.....	2
The Word	6
Power-Packing AEs Deliver Hot Goods.....	8
Navy 'Choppers' Pass Grinding Tests	10
See Pakistan	15
Sailor's Salty Sword Still Swings.....	16
Sky Slicers	19
Trouble-Shooting Is NAESU's Business.....	20
Servicescope: News of Other Services.....	22
Medic Battalion	23
Letters to the Editor.....	24
Special Feature: A Report from Chief of Naval Personnel	
What's Your Next Duty Station?.....	30
Today's Navy	36
Bulletin Board	44
School Guarantee For Many Ratings on Reenlistment	44
All-Navy Cartoon Contest.....	45
Living Conditions at Kwajalein.....	46
Check-Off List of Publications and Directives on Career Questions.....	50
Directives in Brief.....	53
Courses at Naval School of Music.....	55
Decorations and Citations.....	56
Book Reviews	58
Book Supplement: Blockade Busters, 1863.....	59
Taffrail Talk	64

LCDR F. C. Huntley, USNR, **Editor**

John A. Oudine, **Managing Editor**

Associate Editors

G. Van Blasdell, **News**

David Rosenberg, **Art**

Elsa Arthur, **Research**

French Crawford Smith, **Reserve**

Don Addor, **Layout**

• **FRONT COVER:** SHIPS OF THE DESERT were taken over by the sea legs of Navymen from USS Valcour (AVP 55) for a dryland pleasure cruise while their ship was on a goodwill visit to Karachi, the capital city of Pakistan.

• **AT LEFT:** HOW WET CAN YOU GET? Underwater demolition men towed in wake of speeding craft make ready to go over the side during training to blow coral reefs in Kaneohe Bay.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense Photos unless otherwise designated.

Have Bulldozer and Cran

A LITTLE MORE than 13 years ago, 99 former construction men were sworn into the U. S. Navy. They were among the best draftsmen, electricians, bricklayers, carpenters, steelworkers, plumbers, surveyors, heavy equipment operators and mechanics available.

This small group of men formed what was later to become the famed Seabees of World War II. At the time of their organization, civilian workers and engineers on Wake, Guam and the Philippines, frantically trying to complete landing fields and air bases, were being captured or slaughtered by the enemy.

Existence of the Seabees was dictated by the World War II emergency with the result that many fabulous legends were established that set the standards which are met by the Seabees of today.

The mission of the Seabees was to build the bases which would enable the Allies to defeat the enemies, carrying on construction in places so close to enemy lines that civilians could not be employed. They did such an outstanding job that they have been retained as a permanent part of the Navy.

The World War II activities of the Seabees were dictated by urgency. They built air bases, supply depots, fuel and ammunition storage depots, hospitals, roads, bridges and harbor

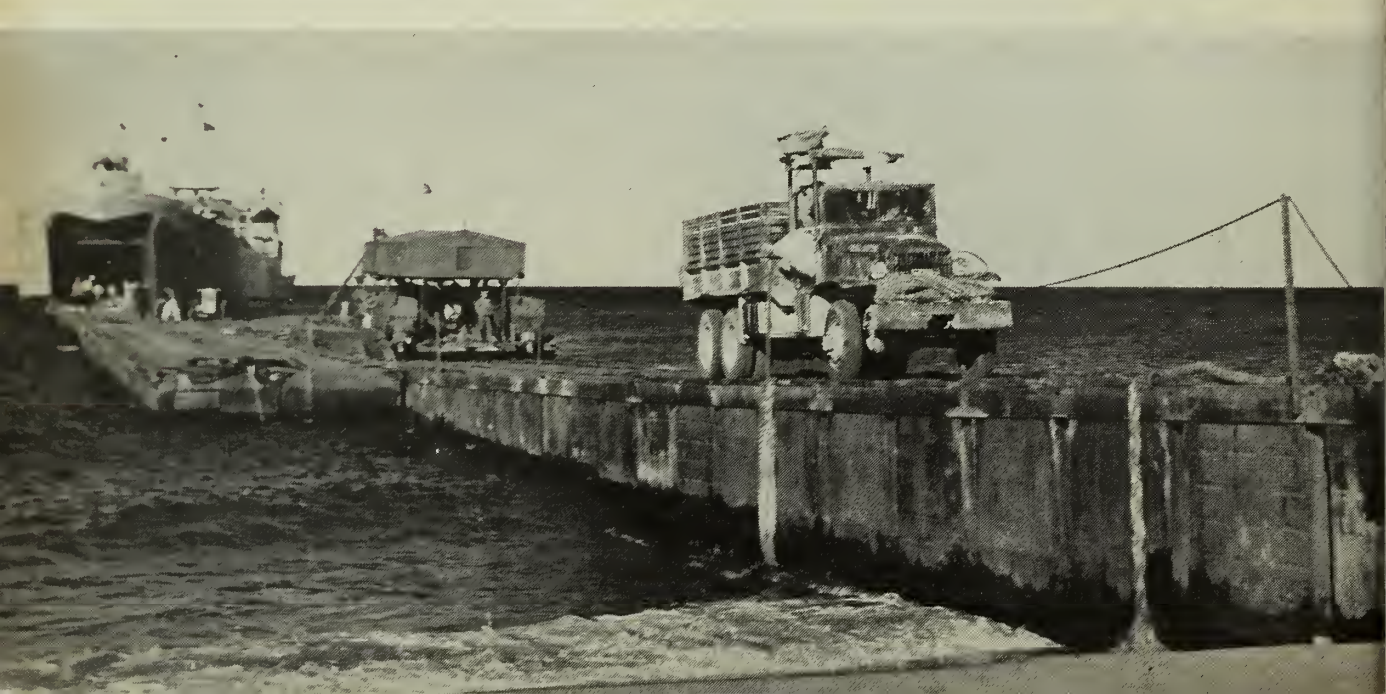
facilities, and many times while they were building they were engaged in actual battle. They moved mountains and changed the course of rivers. They helped to make possible the Sicilian and the Normandy landings and the Rhine crossing. With the Marines they invaded Peleliu, Saipan, Guam, Tinian, Iwo Jima and Okinawa, and built bases from which U.S. B-29s bombed Japan.

It was at Guadalcanal that the Seabees proved their mettle. Thirteen days after the Marines made their landing, a Civil Engineer Corps officer flew to Guadalcanal from Espiritu Santo, where a Seabee battalion was being held pending the stabilization of the beachheads. After a quick tour of the area held by the Marines, to size up the situation the Seabees would have to face, he sent word for two companies to come forward immediately.

The first contingent of the battalion, consisting of 387 men and five officers, landed on Guadalcanal on 1 Sep 1942. They dug in immediately, in a narrow strip of coconut grove adjoining the newly-acquired Henderson Field, and the next day a detail took over the construction and maintenance of the airfield. They found a runway 3800 feet long by 150 feet wide, with 150 clearance zones adjacent to the flight strip. The field had been graded and rolled by



WITH A SPLASH section of causeway is dropped while second waits. Below: LST unloads on Seabee-built causeway.



Will Travel

the Japanese, but they had made no provision for drainage. Near the center of the strip, there was still about 600 feet not yet completely cleared and graded, but the Marine Engineers had done enough grading to make the runway usable for fighter planes. The soil was generally an unstable muck which had been corrected with a gravel base over a small portion of the field.

Construction work on the airfield consisted of clearing and grading an additional 1300 feet of flight strip, building a crown on the existing runway, and surfacing with Marston mat. Operations were complicated by the need to keep the field open for use at all times, despite frequent shellings and bombings from the Japanese, who made the field one of their prime targets.

The maintenance crew set to work filling and grading the ruts with a mixture of clay, rotten stone and coral. Another crew began clearing the extension to the runway and building the crown. Hundreds of coconut palms were cut and the stumps blasted with Japanese powder. In locations where the soil was unsuitable for compaction, it was excavated to a depth of 21 inches and replaced with coral. Grading for the crown was difficult, for it was necessary to maintain a smooth transition between the uncrowned portion of the runway and the 12-inch crown in order to permit continued plane operation.

This base was to receive a great many bombings. During an all-day attack, one of the most severe, the Seabees kept dirt-filled trucks moving from crater to crater, filling the holes almost as the bombs fell in order that Allied aircraft could land for refueling.

Again, on the island of New Georgia, they built a 3000-foot runway at Munda Point in five days, rendering it a central field of operations. Also on New Georgia, under heavy artillery fire, they completed a 3300-foot strip at Segi Point.

In one month they converted the jungles and swamp lands of Bougainville into the Torokina Fighter Field.

In the Gilberts and the Aleutians the Seabee story was the same.

Space does not permit the listing of all the accomplishments carried out by the Seabees in World War II



SEABEE BUILDERS work together for the speedy construction of a Quonset hut. Below. Navy catskinners move 'dozers out onto finger pier to be loaded.

but they will long be remembered for their work on Tinian.

In making a fortress out of the island, from which B-29s could bomb Japan, the Seabees were up against the same kind of problem a contractor would face if he had to build Grand Coulee Dam and the Empire State Building at the same time. This huge job required 450 trucks, 44 power shovels, 50 motor graders, 125 giant carryalls, 150 tractors and bulldozers, 12 well-drilling rigs and 120 air-compressors.

In cutting out the airfields which turned out to be considerably larger than New York's Idlewild Airport, the Seabees drilled as many as 12,000 shot holes for a single blast and moved 12 million cubic yards of coral—enough to fill three Hoover Dams.

While this was going on, other Seabees were down on the beach, dredging a channel and constructing a 4800-foot breakwater. Through their hard work the immense job was finished ahead of schedule and U. S. Superforts were soon hammering Japan around-the-clock.

Since World War II, the Seabees have kept in training by maneuvers and as members of special task forces such as Operations High Jump and Portrex. The Amphibious CBs have perfected the handling and operation of pontoon structures which they began during the war. Their





BULLDOZER AND SHOVEL operators became famous for construction in face of enemy during WWII. Below: Navy construction men take time out to relax.



WATER PURIFICATION is one of the many important jobs of the Seabee specialist. Here they learn use of equipment.



United States bases are at Little Creek, Va., and Coronado, Calif.

In the Korean fighting, Seabees proved they were worthy descendants of WW II heroes as they fashioned pontoons for the Inchon and Wonsan landings. They also helped restore port facilities for the unloading of vitally important supplies.

While the enemy held Wonsan, the Seabees built an air strip on Yodo Island in Wonsan Harbor which saved many lives and countless aircraft during the Korean campaign.

Amphibious Construction Battalion One did this job. Although they were under continuous fire from enemy shore batteries, the battalion completed the job of blasting hills and filling in paddies in record time. By the 20th day a 2400-foot landing strip was ready to receive carrier planes which were damaged and unable to return to their bases at sea. Nine aircraft made use of the emergency field on "opening day" and many more followed.

At Pohang the men of Construction Battalion Maintenance Unit 101, which was organized for the Korean campaign, completed such necessary projects as paved runways and improved roads on the air base there as well as contributing substantially to the American Forces Assistance to Korea program by building an orphanage and repairing several bridges bombed out during the war.

The CMBU 101 detachments at Atsugi and Iwakuni in Japan expanded facilities there by completing runway extensions at both bases and adding taxi strips, parking areas and a seaplane parking ramp.

Typical of the problems that con-

fronted the men of 101 in Korea was the reconstruction of a bridge, requiring the removal of the old bridge in the shortest possible time and replacing it with a structure capable of carrying loads up to 30 tons. The bridge was an old Korean structure, 22 feet long and made of rapidly deteriorating logs and hand-driven piles that created a hazard to heavily loaded military vehicles.

The steelworker crew of "C" Company, using heavy I-beams and timbers, laid out and completely prefabricated the new bridge. All material was pre-cut and pre-drilled. The structure was assembled and each individual piece was marked. The steelworkers then disassembled the bridge and loaded the parts in order on a low-bed trailer.

At 0700 on the morning of 30 Aug 1954 all equipment was moved out in sequence to the old bridge, a distance of about six and a half miles. To make matters a little more difficult, rain fell in a steady downpour throughout the day. However, by 1600 that afternoon the old bridge was removed, the approaches broken away, the I-beams laid in, cross beams bolted on, decking spiked down and the approaches filled and graded. That evening the road was reopened to traffic.

The Seabees' work today includes building airstrips, roads, piers, utilities, ammunition and fuel storage and replacement housing to improve the living conditions for the Navyman and his dependents all over the world. They also operate sawmills, assemble and place pontoon causeways and carry on base maintenance. In areas where deterioration is a problem this base maintenance is a vital service to the Navy.

Today's approximately 10,000 Seabees are divided into two main types of units: the *Amphibious Construction Battalions*, which specialize in pontoon handling and amphibious maneuvers, and the *Mobile Construction Battalions* which more nearly resemble the World War II Naval Construction Battalions.

Although the men of these two types of units fill a variety of Navy billets the majority come under the following Group VIII Construction ratings.

- **Surveyors** who make reconnaissance, preliminary and final location surveys for roads, airfields, buildings and all other types of construction.

- **Drivers** who operate bulldozers, cranes, trucks and other power-driven equipment.

- **Mechanics** who lubricate, repair and overhaul the equipment which the Seabee driver operates.

- **Builders** who erect and dismantle concrete and wooden structures such as buildings, bridges, coferdams, wharves and tanks.

- **Construction Electrician's Mates** who install and repair all types of electrical systems such as distribution panels, telephone switchboards, transformers and outside and inside wiring of buildings.

- **Steelworkers** who erect and dismantle steel structures; place, fit, weld, cut, and bolt steel shapes, pipes, plates and built-up sections. They also rig and erect A-frames, gin poles, derricks, booms, and blocks and tackle; operate winches and hoists in moving and hoisting work.

- **Utilities Men** who handle the plumbing, water purification, sewage disposal and the operation of all types of boilers and evaporators.

Today the Seabees are completing jobs as great as any they have tackled in the past. At Cubi Point in the Philippines, for example, Seabees are engaged in an airstrip construction project in which they have literally had to move a mountain. This job, one of the largest earth-moving operations ever attempted, involved about 15,000,000 cubic yards of "unclassified excavation" and required the use of about one million pounds

of dynamite. Approximately one and a half million sacks of cement were used in the quarter of a million cubic yards of concrete in the airstrip. The project, on which excavation work is halted from June to October because of the rainy season, includes such work as the removal of jungle growth, filling large areas with fill dirt, and the laying of two and one half miles of pipe. When completed the air facility will be the Navy's most advanced base in support of carrier striking forces in the Far East.

And up toward the North Pole the Seabees built a mile-long emergency air strip. They worked 24 hours a day, in temperatures as low as 49 degrees below zero to finish this job.

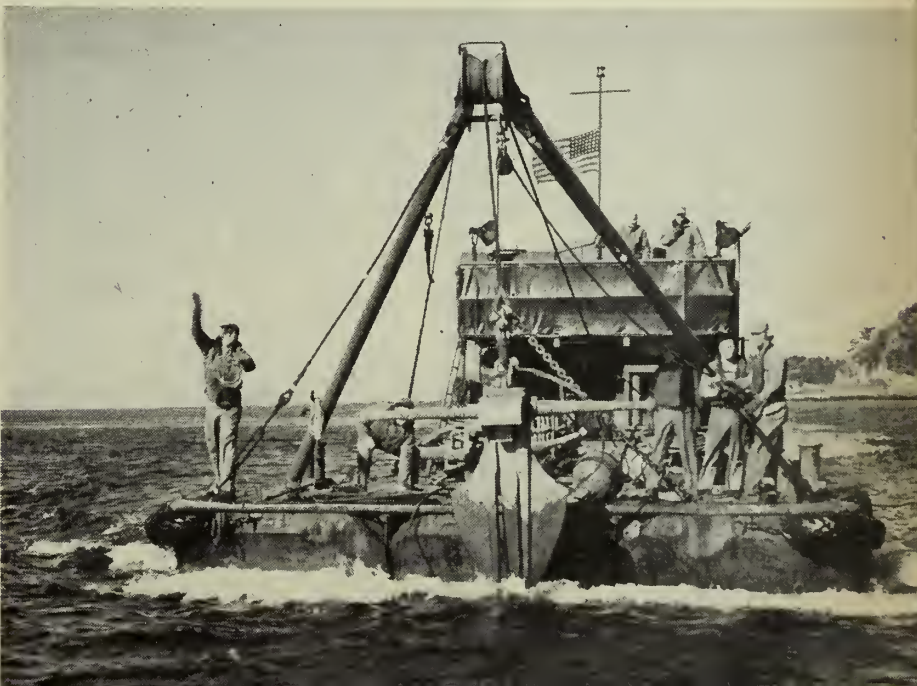
At Argentia, Newfoundland, the Seabees have added a 1000-foot extension to an airfield runway.

Last year at Quonset Point, Rhode Island, the Seabees tangled with a hurricane. Working round-the-clock for four days, the Seabees worked on broken power lines, cut off damaged water mains and kept the roads clear during the height of the storm.

Seabees today are at work in Alaska, Japan, Guam, Kwajalein, Newfoundland, French Morocco, Philippine Islands, Cuba and the Caribbean Islands — they are busy designing, building and replacing structures for a better Navy. It is no wonder that they have chosen the motto "Can Do" — for, wherever Seabees are found, they continue to do the impossible.

—Ted Sammon

STRANGE CRAFT resembling Robinson Crusoe's raft is an Amphibious Construction Battalion's warping tug used to beach causeways and in salvage.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **EM PROMOTIONS** — A total of 63,250 men and women may anticipate promotions to pay grades E-4, E-5 and E-6 as a result of service-wide examinations held last February. The first in this group were promoted on 16 May, with two increments to follow in July and September.

In addition to the 63,250, the Chief of Naval Personnel has authorized the advancement of 114 individuals in 11 rates to PO1 from results of the August 1954 examinations. This group, which will be advanced with the first increment on 16 May, comprises rates for which no examinations were provided in February 1955 because of the anticipated lack of vacancies.

The first promotion involved 31,738, including 19,003 to PO3, 9720 to PO2 and 3015 to first class in addition to the 114 mentioned above. The second increment on 16 Jul 1955, concerns 15,812, including 9502 to PO3, 4860 to PO2 and 1450 to PO1.

The last promotions from the February exams will be on 16 Sep 1955, with a total of 15,814, including 9502 to third class petty officer, 3861 to second class and 1451 to first class.

• **ENLISTED PILOTS PROMOTED** — A total of 315 enlisted aviation pilots will be given temporary appointment or reappointment to commissioned grade in the Regular Navy.

Of the total, 220 will be promoted to ensign; 68 to lieutenant, junior

grade, and 27 to lieutenant. Those being promoted to LTJG and LT had previously held appointments in the same ranks and some of the ensigns had previously been commissioned.

Provided the men meet all physical qualifications, the appointments will become effective this month. All will be assigned officer designator 1312 and ordered to duty involving flying.

• **NROTC RETENTIONS**—A total of 217 officers obtained from NROTC sources during 1952 have been selected for retention as permanent Regular Navy officers. The selections, made from a list of 219 officers who applied for retention, are in the following categories: Line (General)—113; Line (Aviation)—76; Supply Corps—25; Civil Engineer Corps—2; Medical Service Corps—1.

• **MISSING EDITIONS**—Spot checks over the past few months have disclosed the fact that many ships and stations have been overlooking Article C-9705, *BuPers Manual*, which requires them to send two copies of their newspapers to the Chief of Naval Personnel.

Under the provisions of the article each newspaper, excluding only unedited shipboard publications devoted exclusively to daily press news, should be mailed immediately upon publication to the Bureau. Correct mailing address should be Chief of Naval Personnel (Attn: Pers G-15), Navy Department, Washington 25, D.C.

• **INCENTIVE PAY** — Any month or part of a month that you have orders indicating your primary duty as involving explosive demolition, you're entitled to incentive pay. This is the interpretation of paragraph 044112-1A of the Navy Comptroller's Manual.

Besides the orders to demolition duty, you must perform any one of the following conditions: 1) perform actual demolition duty involving live explosives; 2) conduct or assist in demolition operations for fleet and field training purposes involving the use of live explosives; or 3) be undergoing basic training or be an instructor for demolition duty and such training or instruction involves actual training or instruction with live explosives.

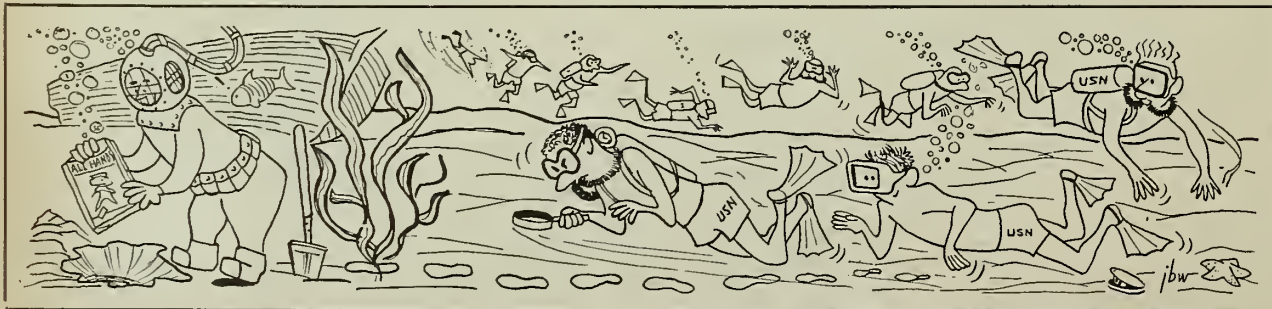
Commanding officers are requested to give Explosive Ordnance Disposal personnel the opportunity to qualify, especially under condition 2 in the above paragraph.

• **POW CLAIMS DEADLINE**—Claims for prisoner of war benefits and claims for compensation for bank accounts seized during the Japanese occupation of the Philippines are now being accepted by the Foreign Claims Settlement Commission.

The prisoner of war compensation is available to any American citizen who was a prisoner of war at any time after 7 Dec 1941 as a result of service in the military or naval forces of any government allied with the United States during World War II.

Compensation is authorized to be paid up to \$2.50 per day for each day of imprisonment. If the person entitled to POW compensation has died, payment may be made to the surviving widow, husband, children or parents.

Claims for repayment of bank accounts seized by the Japanese dur-



PASS THIS COPY ON — Don't sink this issue of ALL HANDS — Nine other men are already looking for it.

ing their occupation of the Philippines are limited to the following:

- Any individual who on or after 7 Dec 1941 was a member of the military or naval forces of the United States, or his surviving widow, husband, children or parents.

- Any civilian who was a national of the United States both on 7 Dec 1941 and on 31 Aug 1954, or his survivors as listed above.

- Any partnership, firm, corporation or other legal entity in which more than 50 per cent of the ownership was vested (directly or indirectly) in individuals referred to in the two paragraphs above. The ownership must have been in effect on both 7 Dec 1941 and 31 Aug 1954.

Any person who aided or collaborated with any enemy government during World War II will not be eligible for compensation for lost bank accounts.

Both POW benefits and compensation for lost bank accounts will be paid from seized assets of enemy governments during World War II.

All claims must be filed before 31 Aug 1955. Requests for application forms should be sent to the Foreign Claims Settlement Commission of the United States, Tariff Commission Building, Washington 25, D.C.

- **NAVAL SECURITY GROUP**—Some vacancies now exist in the Naval Security Group and applications are being received from personnel of pay grades E-5 and below in the ratings RM, TE, ET, YN and PN. Personnel are encouraged to apply for this interesting and instructive duty.

BuPers Inst. 1306.23B (Change 1) of 15 Dec. 1954 sets up the procedure for applying for Naval Security Group duty.

Naval Security Group personnel act as radio operators, test and operate experimental radio equipment, maintain and operate special communication and analytical equipment, and perform clerical duties.

A number of special and technical courses of instruction are open to career CTs.

Personnel assigned to the Naval Security Group are rotated between overseas duty stations and continental United States stations. Personnel can normally expect to serve two tours at overseas shore stations to one tour in the continental U.S.

- **TRS CHANGED** — The old transportation requests, familiar to almost every Navyman, have a new look.

The Comptroller General has prescribed a new form to take its place, and regulations for its use become effective 1 Jul 1955. Although the earlier TRs will not be issued after 30 June, those issued on or before that date may be used until travel is completed.

A supply of new forms and detailed instructions have been forwarded to each transportation issuing activity. Necessary changes will be incorporated in *U.S. Navy Travel Instructions*.

- **W-1 APPOINTMENTS**—A total of 180 CPOs and PO1s have been offered appointments to warrant officer grade W-1, their names selected from this Bureau's current list of men recommended for such appointments (BuPers Note 1421, 16 Mar 1955).

The selected individuals will receive notification from the Bureau. The selectees are in the following W-1 categories: Aviation Operations Technician—10; Boatswain—30; Ordnance Control Technician—4; Mine Warfare Technician—3; Machinist—30; Equipment Foreman—1; Electrician—5; Construction Electrician—5; Aviation Electronics Technician—4; Communications Technician—3; Electronics Technician—65; Ship Repair Technician—10; Building Foreman—1; Ship's Clerk—2; Bandmaster—2; and Photographer—5.

- **BUSANDA FIELD OPERATIONS** — All hands are notified by BuSandA Notice 7000 that four functions of the Navy Finance Center, Cleveland, Ohio, have been transferred to the Field Operations Division, Bureau of Supplies and Accounts. They are:

1. The processing of official bonds for military and civilian personnel required to be bonded in accordance with *Navy Regulations*.

2. Approval of appointments of Deputies, Agent Cashiers, and Collection Agents.

3. The assignment of activity disbursing symbol numbers.

4. Distribution of emergency checks.

This transfer of functions was effective 23 May 1955. All correspondence and documents concerning the above four items should now be addressed to Field Operations Division, BuSandA, Washington 25, D. C.

QUIZ AWEIGH

What makes a sailor "salty"? Is it his time at sea? Is it his knowledge of the Navy? Or is it both of them? It would be a very hard question to determine, although it is generally accepted that the only place to learn about the Navy is aboard ship. How salty are you?

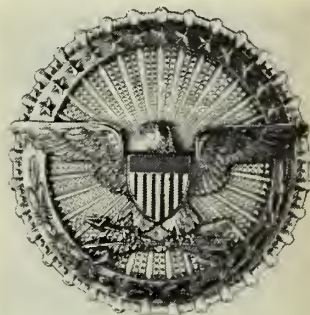
Here's the way to keep score: Five correct answers—"Super Salt." Four correct answers—"Old Salt." Three correct answers—"Young Salt." Two correct answers—"Boot."

1. Medal on left is (a) Distinguished Flying Cross (b) Air Medal (c) Combat Air Crewman's Medal.



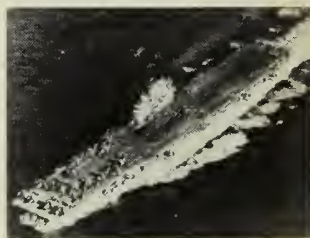
2. Medal on the right is (a) Distinguished Service Medal (b) Distinguished Flying Cross (c) Distinguished Service Cross.

3. This badge (below), which is also used as a lapel pin, is the National Military Establishment Identification



Button. It is issued to (a) All Armed Forces personnel (b) Naval personnel serving in Department of the Navy (c) all military personnel serving in staff of the Department of Defense.

4. This ship is an Essex class attack carrier. It is the (a) USS Kearsarge (b) USS Antietam (c) USS Valley Forge.



5. The first U. S. Navy ship to bear the name of the above pictured carrier was (a) Frigate (b) Sloop-of-War (c) Battle-cruiser.

For your Salt Rating, check the answers to the quiz on page 49.



AMMO SHIPS such as USS *Paricutin* (AE 18) have big job supplying 'fireworks' to Fleet in many foreign waters.

Power-Packing AEs Deliver Hot Goods

THE SMOKING LAMP is out while loading ammunition — and your ship pulls alongside USS *Paricutin* (AE 18) or one of her sisters, who've been named after volcanoes.

As you steam side by side, messenger lines bridge the gap between you, then heavier working lines. Pretty soon, nets full of "fireworks" are coming to rest on the decks of

your ship—for you and your team mates to haul out of the path of the next load before striking below to the magazines and powder rooms.

But you might like to take a good look at that AE as the highlines are unriggered—she and her "workhorse" sisters have piled up quite a record in their few years as auxiliary vessel types.

Before World War II, our Navy had only two ammunition ships, USS *Pyro* and USS *Nitro* (designated AEs 1 and 2, respectively, after the present hull numbering system was adopted in 1920). Both of these were 482-foot vessels of some 10,000

tons displacement. Launched just after World War I *Pyro* and *Nitro* made most of their cruises up and down the U. S. coasts, replenishing ammunition dumps and ships in port —and even carrying passengers on occasion.

When World War II became imminent, however, the Navy faced the problem of supplying its striking forces far from their bases. The logical solution was to put hulls under service stations, supply dumps and ammunition dumps — and let them follow right along behind the fighting Fleet. To do that, the Navy acquired in 1940-1941 the Maritime Commis-

16-INCHER IS CHECKED (left) as it is lowered to armory of battlewagon off Korean shore. Right: Net of powder cans is unloaded for striking below.



sion hulls which were to become *uss Lassen* (AE 3); *uss Kilauea* (AE 4), which was later renamed *Mount Baker*; *uss Ranier* (AE 5) and *uss Shasta* (AE 6). These hulls were all of the C2-type, 459 feet long, with a beam of 63 feet and a loaded displacement of approximately 15,000 tons.

As the war expanded to far-flung ocean areas even more "ammo dumps" were needed to meet fleet requirements, so more hulls were converted to AEs: *Mauna Loa* (AE 8), *Mazama* (AE 9), *Sangay* (AE 10), *Wrangell* (AE 12), *Akutan* (AE 13), *Firedrake* (AE 14), *Vesuvius* (AE 15), *Mount Katmai* (AE 16), *Great Sitkin* (AE 17), *Paricutin* (AE 18), *Diamond Head* (AE 19) and *Fomalhaut* (AE 20) were vessels that received the change of orders converting them to ammo carriers.

These sturdy ships built up quite a record, too. In the European Theater *uss Mount Baker* (formerly *uss Kilauea*) issued over 2000 long tons of ammunition to elements of the U. S. Eighth Fleet and allied vessels between 13 and 31 July 1944; between 1 and 23 August she issued an additional 524 long tons, and in the last week of August she issued 359 long tons.

In the Pacific, *uss Rainer* handled 35,547 tons of material from 17 Oct 1944 to 7 Sep 1945.

uss Paricutin, one of the Navy's newer ammunition auxiliaries, was commissioned too late for World War II, but came into her own in Korea.

During the 18 months from October 1950 to March 1952, she delivered

FIRST LINE is fired for sea transfer of ammunition as ammunition ship pulls alongside a Pacific Fleet carrier.



EASY DOES IT. Highlines from *USS Wrangell* (AE 12) deliver the fighting punch to carrier *USS Yorktown* (CVA 10) in rough waters on the open sea.

ed the following load to 390 ships in the operating area: 19,236 tons of ammo; 4176 pieces of Fleet freight; 920 passengers and 3889 bags of U.S. Mail. In addition, *Paricutin* off-loaded 2532.52 short tons of ammunition to ships in Japanese and Korean ports.

Today the Navy has an even dozen AEs in commission and two new ones are being built, *Suribachi* and *Mauna Kea*.

Four others — *Lassen*, *Sangay*, *Akutan*, and *Fomalhaut*—are in mothballs. *uss Pyro* and *uss Nitro* were

sold in 1946 and 1948, respectively.

Incidentally, if you've been checking the hull numbers and found AEs 7 and 11 missing here's why: The designation AE 7 was set aside for a vessel which the Navy expected to acquire from the Army, but plans changed, the vessel was never acquired and the number was never used.

AE 11 was *uss Mount Hood*. Blast-ed by an explosion of undertermined origin at Manus, Admiralty Islands, on 10 Nov 1944, *Mount Hood* is listed as a "war loss."

MT. KATMAI (AE 16) begins transfer of ammunition to *USS Manchester* (CL 83) within sight of enemy shore batteries at Wonsan Harbor during Korean conflict.





SHIP'S COPTER RETURNS from mission. HO3S model, vet of Korean War, is direct descendant of Navy's first copter.

Navy 'Choppers' Pass Grinding Tests

HELICOPTER pilots know their Ten Commandments, Bible style—but they also learn another set of rules for life. Commandments like “He who inspecteth not his aircraft giveth his guardian angel cause to concern him” and “Thou shalt not become airborne without first ascertaining the level of thy propellant.”

These and dozens of other admonitions serve to keep our helicopter men safety conscious in the relatively new type of craft they fly. Whether you call these strange “birds” *helicopters* or *hellicopters* (the preferred pronunciation), or by a nickname such as “copter,” “eggbeater,” “grasshopper,” “windmill,” “chopper” or “whirlybird,”—rotary-wing aircraft are a coming thing on both the civilian and military aircraft scene.

But let's see just what makes a helicopter before taking a look at the origin, history and future possibilities. Perhaps the major difference between helicopters and conventional aircraft is the rotor, the “windmill” which does for helicopters what wings and propellers do for ordinary planes. On conventional air-

craft the propeller gives forward motion, creating a flow of air over the wing surfaces sufficient to lift the craft. The helicopter's rotor blades are like so many small wings, except that they create their own lift by whirling rapidly. Forward motion or flight to either side requires only that the rotor disc be tilted in the desired position, with no worry about ailerons, rudders or elevators.

That vertical “prop” on the tail of some helicopter models is used to overcome what is known as “torque reaction”—specifically, the tendency of the helicopter's body to turn in a direction opposite that of the rotor. Other types of helicopters overcome this torque reaction by using counter-rotating blades, either mounted on the same axis or separately. The HUP-2 is a machine of this type.

Nobody knows who first had the idea for a helicopter, but a flying machine sketched by Leonardo da Vinci as far back as the fifteenth century shows spiral wings mounted on a whirling shaft. He made no attempt to solve the propulsion problem, however, and it was not until the 18th century that anyone really

became serious about “whirlybird” design. But as luck would have it, successful balloons appeared on the scene just in time to take a lot of the steam out of helicopter development.

Even so, late in the century two Frenchmen developed a model which more or less solved two problems: It had a spring drive which could actually lift the model off the ground, and it embodied one solution to the perennial problem of “torque reaction.” The Frenchmen found that two rotors revolving in opposite directions would turn the trick. Despite the success of their model, however, they did not find a means of propulsion for a machine capable of lifting a man.

Early in the 19th century an Englishman designed—but never completed—a machine capable of carrying a man. Another Englishman built a tri-rotor steam model in 1842, but the weight of the plant needed for adequate lift made it unsuccessful. Many ideas were advanced during the latter half of the 19th century; Thomas A. Edison tried his hand at solving the problems in-

volved in helicopters, and the Wright brothers considered and discarded rotary-wing ideas in favor of fixed-wing craft.

Then in 1907 the French returned to the field with the first helicopter in history to get a pilot off the ground. Louis Breugnot and Charles Richet were the producers of this machine, which mounted four five-bladed rotors on a rectangular framework. Powered by a 55-horsepower gas engine, the machine proved itself capable of lifting 1600 pounds to a height of 15 feet and traveling a distance of 64 feet.

World War I saw a great advance in conventional planes, but little development in the rotary-wing field, although many designs had already been tested. The Army did finance production of a helicopter in 1921, but it failed to meet minimum acceptance requirements.

Such men as Argentina's Paul Hateras, France's Etienne Oemichen and our own Henry Berliner built more or less successful choppers during the early 'Twenties. Still others toyed with the autogiro—a machine which used a propeller for forward motion and an overhead rotor for vertical lift. Finally, in 1923, Juan de la Cierva, a Spanish engineer, built an autogiro which would fly.

In 1929 a factory in Pennsylvania began producing autogiros and the Navy was interested enough to buy a pair of them. The first of these, called XOP-1 by the Navy, was delivered in June 1931. XOP-1 used a single engine for both its rotor and its conventional propeller. Power was first applied to the four-blade rotor to start it spinning; then the power was "clutched" to the propeller which supplied forward motion. Force of air from the craft's forward motion kept the giro turning, thus providing lift.

XOP-1 consumed about 17 gallons of gasoline per hour with the prop whirling at 1700 RPM. She had a cruising radius of approximately 200 miles—but she didn't meet the Navy's rigid requirements.

The Navy tried a different model of the same machine in 1935, but it also proved unsatisfactory. Officials had hoped that it could act as a flying ambulance, capable of landing on a battleship or cruiser.

The first really practical helicopter was built by a German, Professor Heinrich Focke, in 1937. His ma-

chine mounted twin biaxial contra-rotating three-bladed rotors on lateral outriggers attached to an ordinary airplane fuselage. It established a number of records, including speed (76 mph), duration of flight (1 hour, 20 minutes), and altitude (approximately 11,200 feet)—a far cry from the first helicopter's altitude of 15 feet. Focke's machine was also capable of perfect control, including flying backwards, forwards and sideways.

The unsettled situation immediately preceding World War II cut off all knowledge of German helicopter developments, but in America Igor I. Sikorsky (who had dropped copters in favor of conventional aircraft experiments back around 1907) decided to try again. One of his planes made the first really successful U. S. helicopter flight in 1939. A military version of the machine was built and flown in 1942 and several of these (designated HNS-1) were used by Naval forces in the latter half of World War II, primarily for rescue purposes.

Choppers of the HNS-1 type, which were bought by both the Army and Navy, used a 225-horsepower engine to drive the main rotor and tail rotor. They had a gross weight of 2600 pounds and carried enough gasoline to remain aloft several hours. They could climb to 5000 feet in a very few minutes,



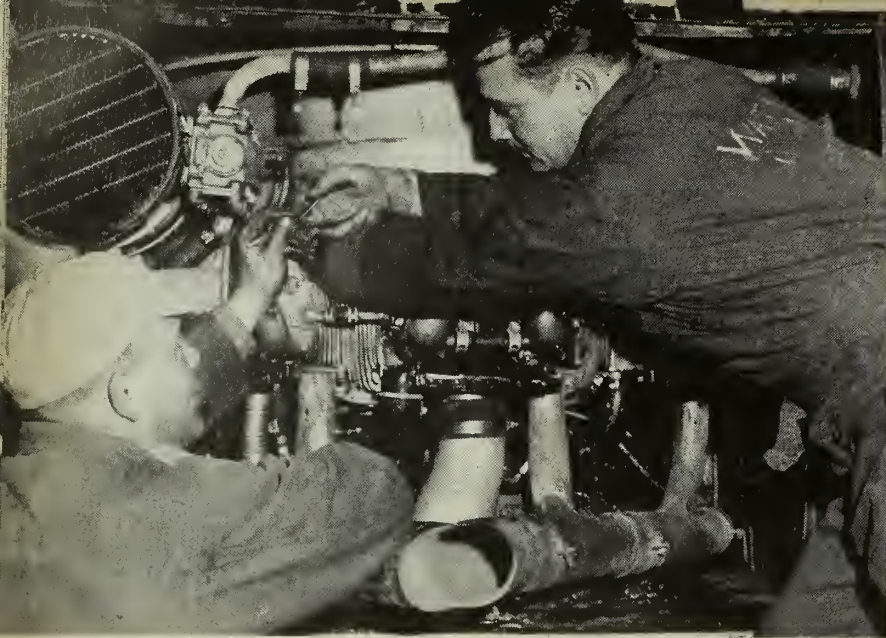
FLIGHT DECK CREWMEN of USS Kearsarge (CVA 33) get the latest word from returning helicopter pilot.

while sporting a top speed of 100 miles per hour.

The Navy began to learn with these early Sikorskys what the Korean conflict proved about the utility of helicopters: They were good for air-sea rescue work and transfer of personnel and mail at sea; they were useful for submarine and mine detection, and they could land almost anywhere. Hence, it is no surprise to find that the Secretary of the Navy approved a helicopter

LSTs ARE FLOATING PORTS for the whirlybirds participating in recent mine-laying exercises of Atlantic Fleet Mine Force off Cape Romain, S. C.





KEEPING ROTORS whirling is the job of these bluejackets working on the power plant of a helicopter while with naval forces in the Pacific.

development program in 1946, a program designed to provide both evaluation of current types as well as advancements in design. Copters were shortly undergoing tests for such duties as torpedo tracking and radar alignment, in addition to air-sea rescue and other mercy missions.

The Navy's first experimental helicopter squadron, VX-3, was commissioned at NAS Lakehurst, N. J., on 10 Sep 1946, to examine the possibilities of choppers. Two operational squadrons eventually grew out of this first unit: HU-1 and HU-2, both commissioned at Lakehurst on 1 Apr 1948. At first, however, their "being" was mostly a matter on paper. HU-1 actually came into physical being when it moved to NAAS, Miramar, Calif. Then, in October 1951, the squadron moved to its present home at ALF (Auxiliary Landing Field) Ream, San Ysidro, Calif. HU-2 is still based at Lakehurst.

HTU-1, the Navy's only training unit for helicopter pilots is based at ALF Ellyson, in Florida. This unit was commissioned on 4 Dec 1950. In addition to these, there are a number of Reserve training units located throughout the country.

A school was set up originally at NATTC, Memphis, Tenn., for training the enlisted members of helicopter crews. Expansion of the field, however, has made it advisable to put such training on a "mobile trainer" basis. On this system huge

trailers carrying mockups of engines and instrument panels, and charts and graphs of other phases of helicopter maintenance are moved wherever there is a call for them. Enlisted men of any of the aviation ratings may be ordered to these units on a TAD basis. The men selected find themselves getting exhaustive courses in such varied subjects as sharpshooting and helicopter rescue work, in addition to helicopter maintenance. They learn how to operate the hydraulic hoists used to pull pilots from the drink—and how to save themselves in case they land in the drink. They learn to assist the pilot in navigation and how to apply first aid.

The end result, as evidenced by the record in Korea and in the Atlantic, is a group of helicopter units whose enlisted men have a well-earned reputation for cool heads in emergencies, for resourcefulness in any situation—and a devotion to their jobs which enable them to work night and day with no more than a normal amount of griping. Just in case you doubt their reputation, there are, on record, reports of crewmen who have jumped from a hovering helicopter into the ocean to help an injured or unconscious pilot into the "horsecollar" sling used for hoisting men into the rescue craft.

Pilot training at Pensacola's HTU-1 is primarily a post-graduate course for seasoned naval aviators, since all of the officers who become helicop-

ter pilots have first undergone conventional flight training. Since the embryo chopper pilot's craft is radically different from the conventional plane—one that can perform acrobatics he would never dream of trying in a winged job—the pilot must learn a new theory of flight, engineering operations, course rules and safety rules before guiding a "wingless angel." To accomplish this he first gets two weeks of ground school before his six weeks of flight instruction.

A number of APs are also ordered to Ellyson for flight training and qualification as helicopter pilots.

The aircraft these men fly are of a dozen different types. One of the most common helicopter types operating with the Fleet today is the HUP, a single-engine, twin rotor craft of great endurance and speed, designed primarily for rescue work. HUP-2s can carry a pilot and copilot, an aircrewman and, if necessary, a medical attendant.

These HUPs are replacing the HO3S, a Korean veteran which is a direct descendant of the first Sikorsky helicopter used by the Navy. Machines of this or similar design were responsible for innumerable rescues during the Korean war. Their use by Navy men and Marines in the evacuation of wounded to hospital ships such as *uss Consolation* (AH 15) and *uss Haven* (AH 12) proved so effective that landing platforms are now considered standard equipment for hospital ships.

The "wingless angels" have also been used to deliver wounded to shore-based hospitals—and consideration is being given to establishing heliports at such naval hospitals as the one on Guam.

Helicopters have also proved themselves as Fleet messenger boys. Acting as mail couriers between the ships of a task force, choppers can do the job in a fraction of the time required by destroyers. And they can handle passengers or freight with equal facility.

Among other jobs "eggbeaters" have performed successfully are:

- Gunfire spotting missions.
- Search and rescue missions.
- Chasing torpedoes and observing torpedo tests.
- Traffic control, both in harbors and ashore.
- Patrols of all types, river and coastal, ice, etc.
- Photographic missions.

• Minesweeping, both by spotting mines for surface mine sweepers and by towing mine-sweeping gear from the helicopter itself.

Some helicopter jobs have been strictly unorthodox.

Item: Twelve hours out of Seattle, USNS *General G. M. Randall* ran out of anti-malaria tablets, needed to complete immunization of personnel before debarkation. NAS Seattle's HTE-2 lowered the tablets by line to the transport less than two hours after the station first received a call from MSTs.

Item: A Marine helicopter hunted bird nests for the Army in Japan when large numbers of herons and egrets were needed for a study of encephalitis. Use of the helicopter to spot nests saved Army medics months of searching for likely spots to trap their birds.

Item: A copter from NAS Kodiak was used to rig a line between a stranded APL and a tug, after efforts of a ground party, boat crews, tugs and salvage vessels had failed.

Item: A Navy helicopter in Japan won itself "stork wings" by rushing a U. S. Coast Guardsman's wife from the tiny island of Oshima to Yokosuka Naval Base—just in time for an infant son to make his appearance in the base hospital's maternity ward.

But all of these are "utility" tasks—and a good means of demonstrating the versatility of helicopters. The Navy's major missions for helicopters are in anti-submarine warfare and personnel assault, however.

As submarine hunters, rotary-wing craft have been called a "rising and dramatic star." For example, the chopper has three big advantages

over destroyers in a similar role: 1) the helicopter doesn't need to use caution in approaching a contact area, because it is almost invulnerable to subsurface attack; 2) a sonar traducer dipped below the surface from a helicopter is not subject to the effects caused by water rushing past a rapidly moving destroyer's traducer; and 3) the helicopter-borne sonar can be transported at will from one area to another at speeds much greater than those available to a destroyer. While it is true that helicopters also have some deficiencies not shared by surface submarine hunters, helicopter-destroyer ASW teams have proved themselves amazingly effective.

Early ASW squadrons were equipped with borrowed transport craft, but new high-powered helicopters have been designed specifically for their anti-submarine mission. Sea trials of these craft (designated HSS-1 and HSL-1) were recently conducted by the Naval Air Training Center in conjunction with the Atlantic Fleet's Anti-Submarine Warfare Force.

HSS-1 is a modified version of the HO4S-HRS type helicopter, capable of carrying two pilots and two sonar-men on its search for submarines. It has a cruising speed of approximately 100 knots, and a maximum endurance of three and one half hours.

While the HSS-1 has a conventional main rotor with a small anti-torque rotor on the tail, the HSL-1 has two large rotors, one fore and one aft. Both machines may be fitted for either search or assault, and both meet carrier operating specifications.

Helicopters for personnel assault



1946 RESEARCH model was world's largest, first to fly with twin motors.



'FLYING BANANA' HRP-1 transport shows lift power carrying Navy jeep.



COPTER MINE SWEEPER goes into pull position: Below: One-man experimental Navy copter comes in for landing.

NAVY EGGBEATERS are turning up with new jobs everyday. Here, copter lands on deck of icebreaker after scouting for free passage through icy waters.



—and transporting cargo for assault troops — are primarily for Marine Corps use, but the Navy-Marine assault teams will also include carriers to act as troop transports and mobile bases for the Marine assault squadrons.

The 7000-ton *uss Thetis Bay* (CVE 90) is already being modified for its new role as a CVHA — assault helicopter aircraft carrier.

And the Marines, aside from being pioneers in the development of choppers for personnel assault and transporting cargo, have plenty of experience in their operation. Marine Transport Helicopter Squadron 161 (HMR-161) carried out the first

successful mass helicopter supply operation during Korean operations in September 1951. With a total flight time of 14.1 hours, HRS choppers made 28 flights over a seven-mile route, lifting nearly 19,900 pounds of gear and personnel into the forward landing area and evacuating 74 casualties on return flights.

In November 1951, the same squadron gave an outstanding demonstration of the helicopter's ability as a troop transport. Over a ten-hour period a dozen helicopters transported one entire Marine battalion of 950 men to the front lines—and returned the relieved battalion to

the jump-off point.

More recently, Marines at Camp Lejeune demonstrated personnel assault, using helicopters for transportation. Nearly 200 combat-equipped men advanced on, struck, and secured an objective almost a mile from their starting point—all in a matter of minutes.

And there are plenty of developments in helicopter design which are being tested by BuAer for possible use or adoption:

- Choppers with one-pound rocket motors hidden in the rotor tips have been demonstrated by the Marine Corps. The rockets give extra power for take-offs with heavy loads.

- The Navy is testing a jet helicopter whose power is furnished by two 11-pound ramjets mounted on the tips of two of the rotor's 23-foot blades. Known as the HOE-1, this bantam-sized "grasshopper" can lift twice its own weight.

- Two types of "rotorcycles" — portable one-man helicopters — are being tested for possible use in observation, liaison, escape, and small unit tactical maneuvers.

- Also being tested is a "grasshopper drone" which can carry a human pilot or can be fitted with an automatic pilot.

After looking at what choppers have done and the lines along which they are developing, it's obvious that helicopters have sold themselves to the Fleet. They have long been a common sight aboard carriers, battleships and cruisers, replacing the observation-scout craft which had been in use aboard these vessels since 1922. As mentioned above, landing platforms have been built for them on the Navy's hospital ships, and many LSDs and LSTs have been fitted with demountable landing platforms. Helicopter landings have even been made on the decks of submarines.

Of course, the whirlybirds have limitations and their operation — like that of any other machine — requires observance of safety precautions.

Perhaps the biggest problem yet to be solved in the helicopter field is the development of adequate instruments and stability for flight under instrument conditions. A solution to these problems is in the offing—and with that solution helicopters will become 24-hour-a-day "duty birds."

—Barney Baugh, JO1, USN.

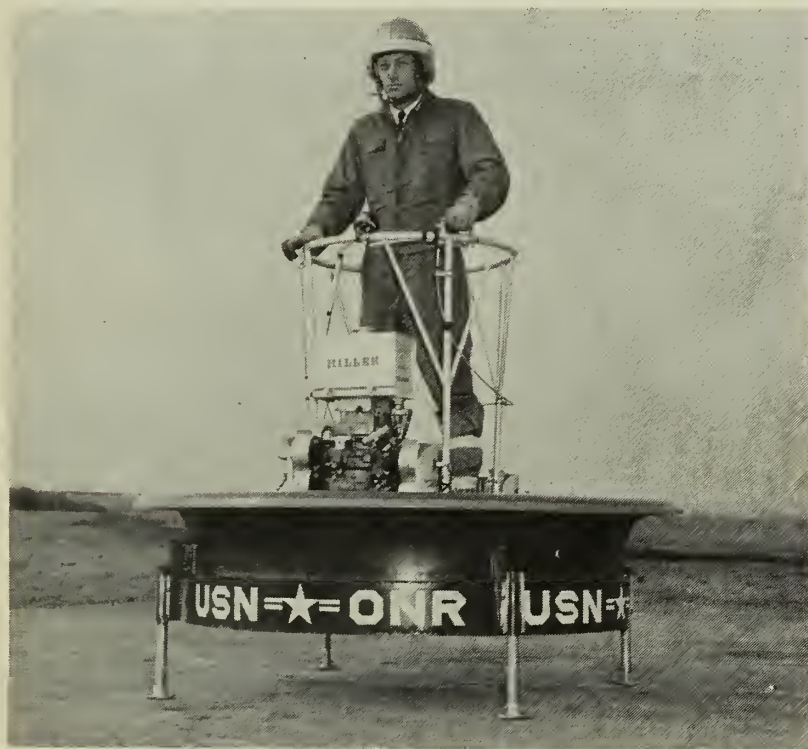
"Flying Platform"

One suggestion of the more unusual shapes of things to come in the development of vertical takeoff craft is the "flying platform," developed as a research tool under the auspices of the Office of Naval Research. (See also page 54)

Wingless, the small circular device on which the pilot stands, uses a new principle of lift and propulsion called the ducted fan. Two propellers rotating in opposite di-

rections suck air through holes in the platform and supply a downward thrust which supplies the vertical lift. Enclosed in a circular casing which protects the pilot from the blades, the propellers are powered by separate engines developing less than 100 horsepower.

Further research and development will be necessary before these principles can be applied in the production of military aircraft.



IT FLIES — Test pilot prepares to take off with the Navy's new 'Flying Platform.' Direction of the plane's flight is controlled by 'body english.'



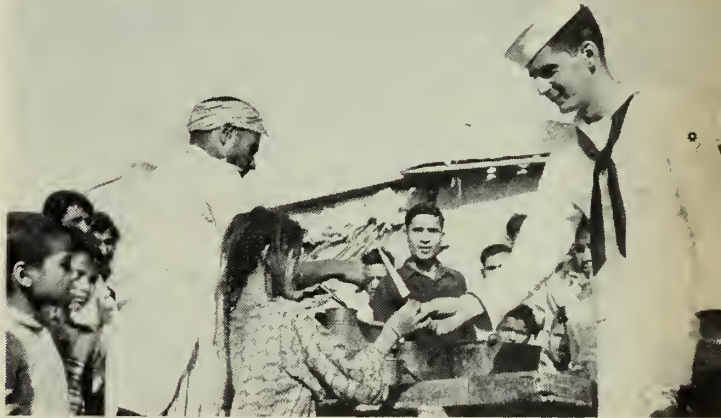
See Pakistan

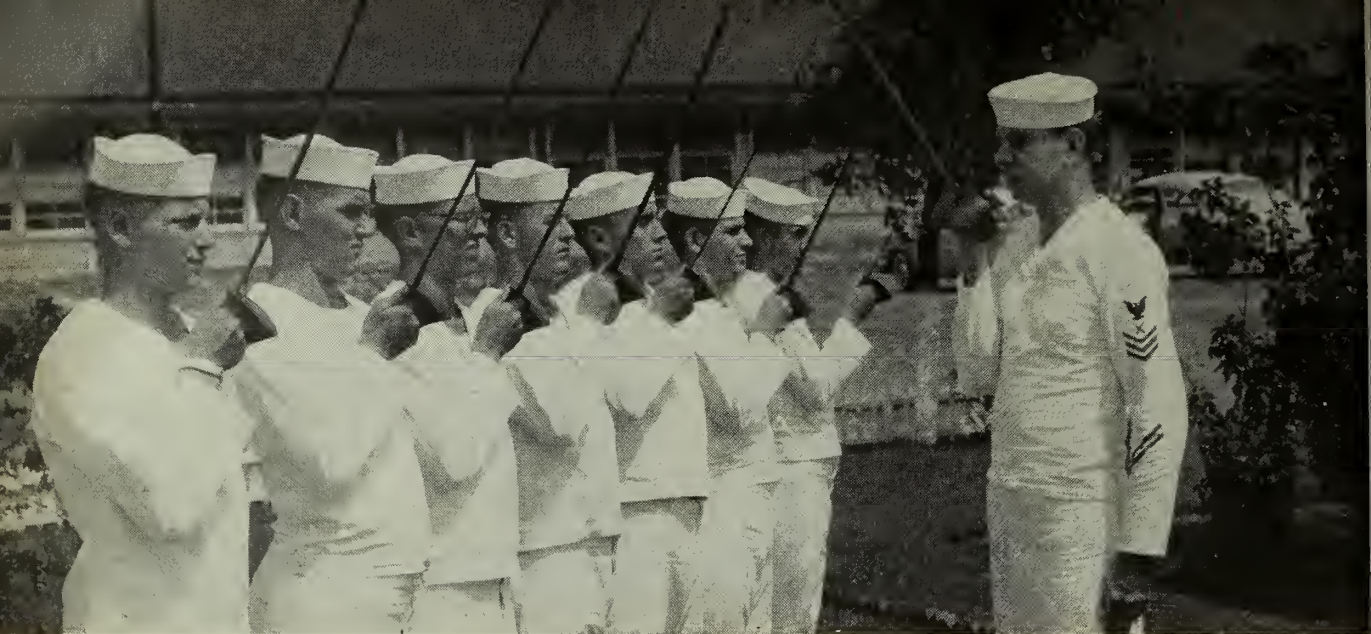
GOODWILL AND GOOD TIMES were plentiful when the small seaplane tender, *uss Valcour* (AVP 55) was heralded into Karachi waters with an exchange of 21-gun salutes.

During the five days that *Valcour*, serving as flagship for Commander US Middle East Forces, was moored there, her crew exchanged hospitalities with the Pakistani Navy. U. S. Navymen went sight-seeing in the colorful markets which are also entertainment centers, tried riding a ship of the desert (see front cover) and purchased mementos in local bazaars.

During this time their ship received guests from the Pakistani Navy and civilian population, including a group of teen-age guests from a local orphanage. The young guests saw movies and ate ice cream in *Valcour's* recreation room and were given a tour of the ship.

Top left: Native dance is done for three *Valcour* crew members. *Top right:* Pictorial qualities of unusual Muslim architecture were enjoyed during tour. *Right:* Local cuisine is sampled. *Bottom right:* Visiting sailors admire parrot in Queen Market. *Bottom left:* Pakistan orphans come aboard for visit.





CUTLASS HAS RETURNED at Bainbridge Naval Training Center. Bernard W. Kuper, GM1, USN, instructs recruits.

Sailor's Salty Sword Still Swings

IT HAS BEEN A LONG TIME since the ring of cutlass against cutlass has resounded on the quarterdeck of Navy ships. Exactly how long is not known, but this one-time side arm companion of the bluejacket has vanished from the bulkhead racks of Navy ships where it had rested for so many years and was officially declared obsolete in today's Navy by NavOrd Inst. 4500-1 in November 1949.

This final blow all but obliterated the cutlass that changing tactics and advancements of modern warfare had already labeled a museum piece. For a while prior to World War II the broad blade had rested in the racks of some modern steel vessels as a relic of "the old days" or to be taken down for occasional ceremonial use.

By the time its fancier "brother," the officer's sword, was suspended in 1942 the enlisted man's sword was all but forgotten.

With the disappearance of these bladed brothers a lot of salty tradition seemed doomed for Davy Jones's locker.

In 1954 the officer's ceremonial sword was officially restored as part of the uniform to be worn on prescribed occasions. However, three years before this, a group of enlisted men at Bainbridge Naval Training Center independently brought back the use of the cutlass on the parade ground and drill field.

In fact, the cutlass has been an instrumental device at Bainbridge since it re-opened recruit training in 1951.

Cutlasses are used by the recruits selected as members of battalion staffs during parade formations. All recruits can try out for staff positions but only five from each company are selected. These sailors receive instructions in cutlass manual with the 1917 version of the curved sword, and are salted with a bit of its colorful background to carry on

with them in their Navy career.

Historical data on the cutlass is rather slim and indefinite. It was never considered part of the blue-jacket's uniform as was the officer's sword, but was part of the station equipment kept in bulkhead racks to be issued prior to attack or boarding party and it was also carried by certain enlisted members of landing parties.

The last time a Navyman actually swung the big blade in combat is not known.

Accounts of naval battles indicate that it was still in use during the Civil War. Photographs taken during this period show gun crews wearing the cutlass as a side arm.

The presence of the cutlass aboard vessels of our Fleets continued past this time. According to one authority on the American sword, cutlasses of the 1860 vintage were to be found in the arms rack of some U. S. ships up to the outbreak of World War II. Also, the word was passed on by the landing force officer of the old four-stacker, *uss Stewart* (DD 224) before WW II, who remembers following the then current *Landing Force Manual* which still prescribes their use. Other accounts have been found of landing forces wearing them ashore in China and the Philippines around this time.

A new model of the cutlass was adopted by the Navy as late as 1917. This sword did not differ greatly





PIVOT GUN CREW of USS *Enterprise* is shown wearing cutlasses as side arms while putting gun into action during drill. Photograph was taken in 1884.

from the old one but used a steel instead of a brass hilt.

The word on the passing importance of the salty sword is reflected, if not directly stated, in the naval books and manuals of the day.

A naval encyclopedia of 1881 mentions the use of the cutlass on boat expeditions on uncivilized and unarmed coasts while describing the proper gear for such a party. "The howitzers are supplied with 80 rounds of assorted ammunition; more should be carried if stowage room can be found. The field-carriages are taken if the guns are to be landed . . . The men are armed with rifles and sword-bayonets, except the eight lower members of the guns' crew, who are armed with cutlasses."

In 1904 the *Petty Officer's Drill Book* states that, "CPOs and staff POs of a landing force shall be armed with cutlass and revolver. Color bearers and bugler, revolver only."

Ship and Gunnery Drills, U.S.

Navy (1927) has the CPO of the guard wearing the uniform of the day with leggings and cutlass or pistol as ordered, and the *Landing Force Manual* of 1938 states, "Officers armed with the sword and enlisted men armed with the cutlass or sword execute the manual in the same manner."

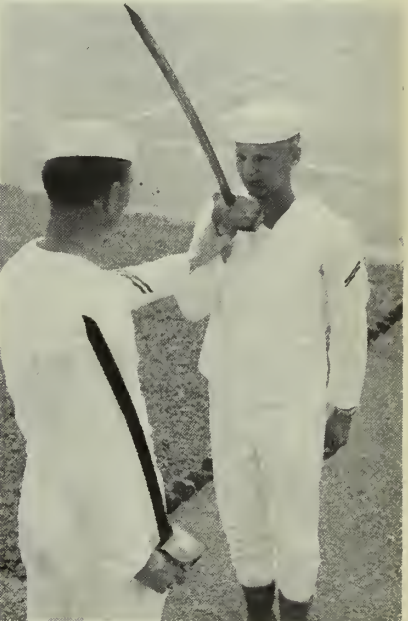
Compare these passages with this brief logging of the early eighteen hundreds when the cutlass was still often the key to a sailor's life or death. The account was taken from a small book by Elijah Shaw, a blue-jacket whose name is found in the log of many historic vessels of our early Navy.

This description of a sailor's battle with the Turks during the War with Tripoli exemplifies the tradition and color behind the sword now being used again by the recruits at Bainbridge NTC.

"By this time the boats were along side and we had orders to board. I jumped upon the bulwarks of the



CURVED BLADES swung freely during Decatur's fight at Tripoli. Below: Recruit gets word on cutlass manual.



SALTY VERSION of sword dance is done with cutlass. Right: Gatling gun crew of USS *Alliance* display cutlasses.





A PRIME INSTRUMENT in 'Old Navy' deck fighting, as shown in drawing of John Paul Jones on deck of *Serapis*, the cutlass helped establish our first Navy.

enemy's boat, receiving at the same time a blow from a cutlass, on the back part of my ankle.

"Sprawling upon the deck, and unable to rise, I discovered the Turk from whom I had received my first injury. He was wounded in one leg and was also unable to rise.

"He made a pass at me with his cutlass, cutting through my hat and silk handkerchief, and leaving a gash

some two inches long on my head. I partly recovered and made a pass at him. He parried the blow, breaking about two inches from the end of my cutlass, and making another hole in the forepart of my hat."

Shaw continued to defend himself with his cutlass while drawing his pistol with his wounded hand and finished the enemy off with a shot.

The name cutlass comes from the

French word *cutler* meaning knife. Distinctive in appearance from other members of the sword family, its blade is usually 27 inches long, an inch wide and slightly curved with a cutting edge on one side only. The most outstanding characteristic of this short sword is the heavy bowl shaped guard on the hilt to protect the sailor's hands.

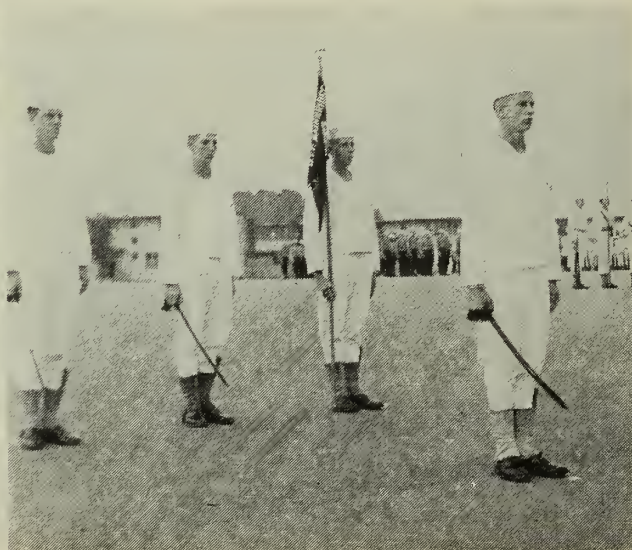
Swords fall into two general groups according to their use. The older group, to which the cutlass belongs, having heavier blades for slashing and the more modern group with light, pointed blades for thrusting like the sword used in today's fencing matches.

The land-slasher whose large heavy blade was made for shield splitting was outmoded by changing infantry tactics. Among the famous land swords of the slashing group was the large double-edged sword of the Crusades.

When the shield went out, the swords became lighter and more maneuverable depending on a thrust from its pointed end for the kill. For the sailor the rapier never replaced the slashing cutlass, which remained supreme upon the seas as the best weapon for boarding the enemy's ship and the melee of deck fighting.

So ends the ALL HANDS word on the sailor's salty sword. If any of you wardroom or coffee mess sages have any further lore on the cutlass, past or present, pass it on to us. We would like to scrape more barnacles off its colorful past and hear more on its Navy future.

SWORD EXERCISE is held on *USS Swatara*. Right: Attention with cutlass is assumed during Bainbridge formation.





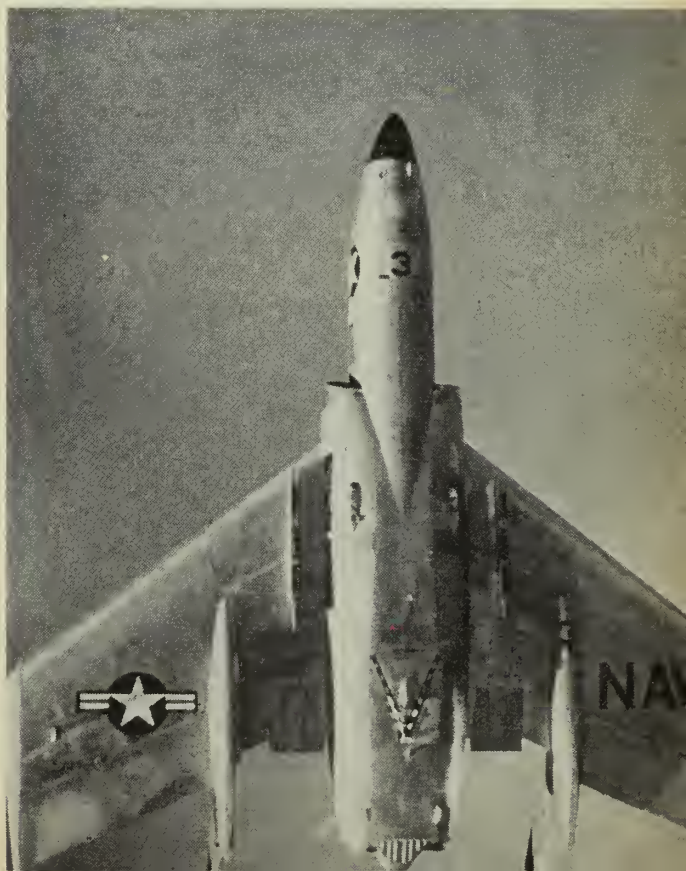
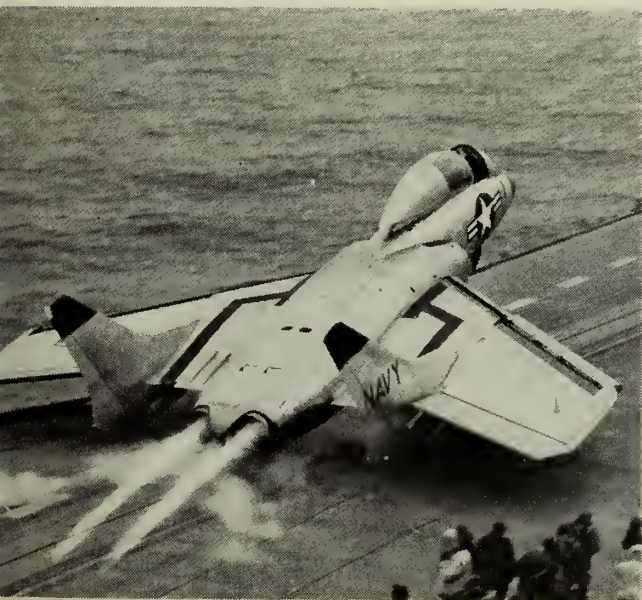
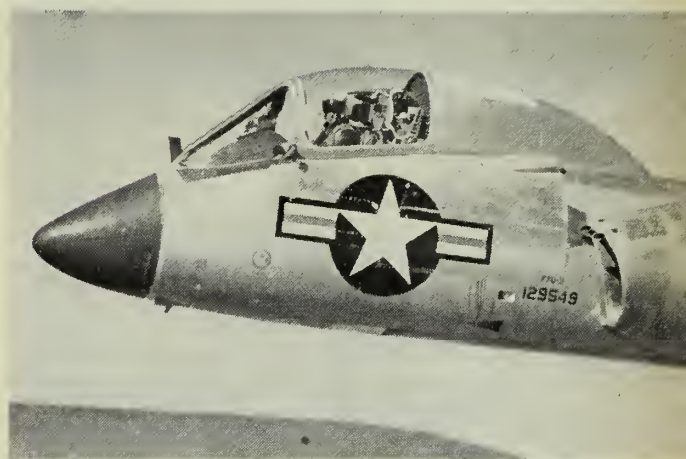
Sky Slicers

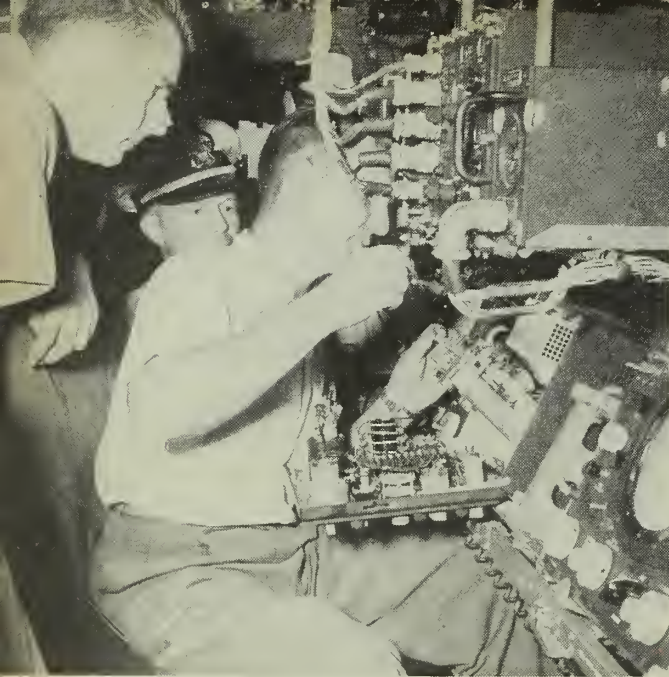
TODAY THE NAVY *Cutlass* slices the air far above the Navymen on the steel decks below and like its namesake, the slashing blade of yesterday's bluejacket, it too will make a place for itself in the logs of naval history.

Powered by twin jets, the *Cutlass* is spectacular in performance and appearance. The pointed nose and curving cockpit, together with the swept wings and distinctive twin tails, accentuate the appearance of the plane's thrusting power.

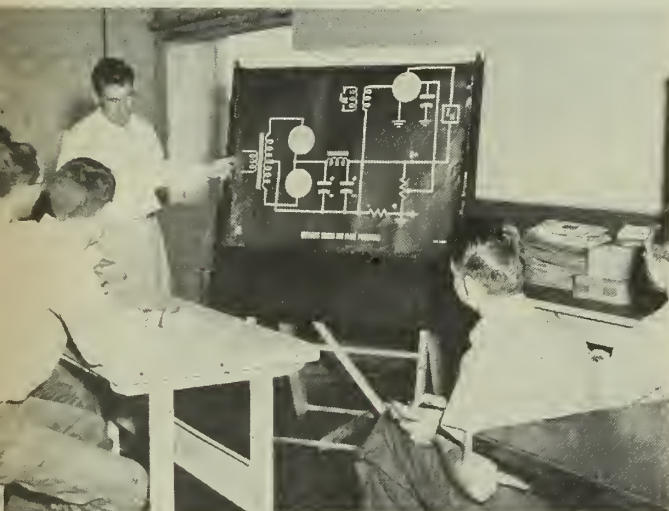
The F7U-3 is an all-purpose jet fighter with top speed of more than 650 mph. Its folding wings and arresting gear equip the plane for carrier operation as well as the runways of Naval Air Stations.

Top: Cutlass warms up in moonlight at Moffett Field. *Right center: A good "limb" to be out on is seen in this close-up photo of cockpit of F7U-3 taken in flight. Lower right: Twin jets send Cutlass soaring skyward. Lower left: The jet fighter roars down deck of USS Hancock (CVA 19) during catapult launching.*

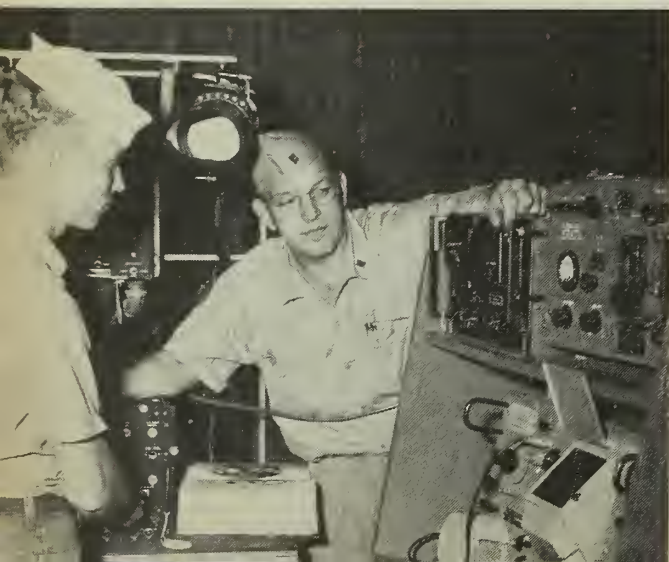




RADAR SET controls in P2V-5 are checked by expert from the Naval Aviation Electronic Service Unit.



BLUEJACKETS get the word on radio theory from NAESU. Below: Field engineer gives an assist in Philippines.



Trouble-Shooting 1

IF YOUR WORK involves aviation electronics, a NAESU expert is a good man to know. Is the search radar in your squadron's aircraft unable to pick up targets at normal range? Does your aircraft power generating system have unusual or recurring troubles? Is your squadron about to receive a new type of aircraft, equipped with new and unfamiliar types of radar and countermeasure equipment for which additional training and check-out of squadron personnel are required? NAESU has the answers.

For the past 12 years, the Naval Aviation Electronics Service Unit (NAESU) has kept approximately 200 electronics and electrical engineers busy in troubleshooting and giving sound advice to Navymen.

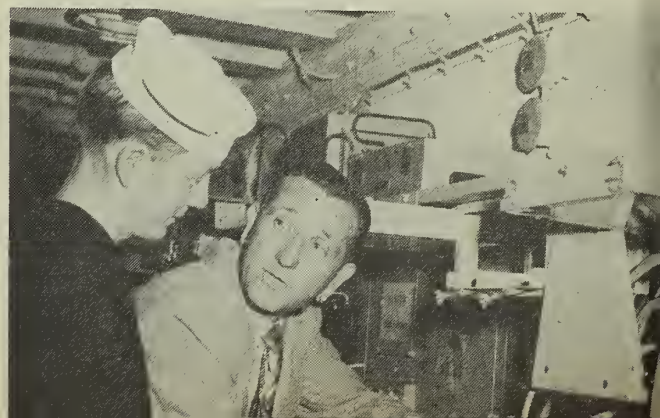
Perhaps you've met one of them already. You'll find NAESU engineers paying a flying visit to a baffled squadron, lecturing at an air station, or conducting a spot survey on board an aircraft carrier or tender. Their mission has always been the same: to furnish on-the-job technical assistance and instruction in the installation, maintenance, repair and operation of all types of airborne electrical and electronic equipment.

No matter where you're located, if your commanding officer requests NAESU's help in solving a difficult problem, you can look forward to the prompt arrival of a Field Engineer. He will advise and instruct electronics maintenance personnel as he works with them in solving the problem. He is there to furnish technical know-how and to help you to help yourselves. If you are an aviation electrician, aviation electronicsman, or an aviation electronics technician, you will receive full benefit of the engineer's knowledge and experience.

One squadron, for example, had just received a new type of plane in which all direction finders were giving erratic or reversed bearings. A thorough workout by squadron personnel failed to find the solution. According to the books, everything should be fine—but it wasn't. When the NAESU engineer arrived, a bit of digging on his part revealed in all the planes an error in wiring which could not be located by the squadron personnel because the circuit diagrams were wrong, too. Only his previous familiarity with the equipment had enabled him to locate the trouble. After his visit, the squadron's maintenance men were able to tackle the toughest problems with zest and assurance.

Another squadron was about to deploy with planes

NAESU EXPERT comes on board USS Hancock (CVA 19) to help electrician's mate with a difficult problem.



NAESU's Business

that carried a new and, as yet, untried type of radar. NAESU was called upon to furnish an engineer to go with the squadron. Through lectures and on-the-job training, the engineer was able to indoctrinate the squadron's ATs thoroughly in maintenance procedures and techniques by the time the squadron had set up shop. He also helped the supporting FASRon in setting up their maintenance facilities. Again, the field engineer not only helped improve the efficiency of the squadron but also made life much easier for all hands.

NAESU has its headquarters located at the Naval Receiving Station, Washington, D. C., across the Anacostia River from the Naval Gun Factory. In its classrooms and laboratories are the newest and most complicated types of radar, fire-control systems, countermeasure equipment, navigational systems and other electronics gear.

Here, field engineers receive their initial training from the experienced staff of Navy and civilian instructors. Other FEs, just returned from field assignments, are given special training on new equipment and techniques. This training program helps to keep NAESU FEs up to date in their field.

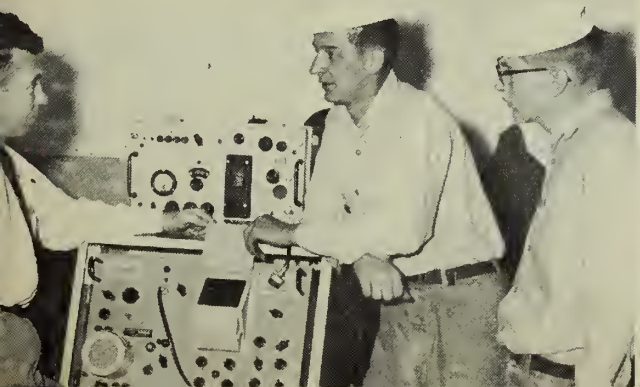
In addition to providing engineering and trouble shooting service when requested, NAESU gathers and evaluates technical reports submitted by their FEs. From these and other sources, material is prepared for incorporation in the NAESU magazine, *Digest of U. S. Naval Aviation Electronics*. This publication offers to those in aviation an up-to-date source of information on new electronics equipment, test procedures and other servicing data.

A typical field engineer is a civilian electronics or electrical engineer, furnished to the Navy on a contract basis by one of several equipment manufacturers. He is a young man, frequently with previous military experience. In addition to his technical background, he has a real ability for getting along with people. He's a good instructor because, not only does he know his business, but he's genuinely interested in his clients' problems.

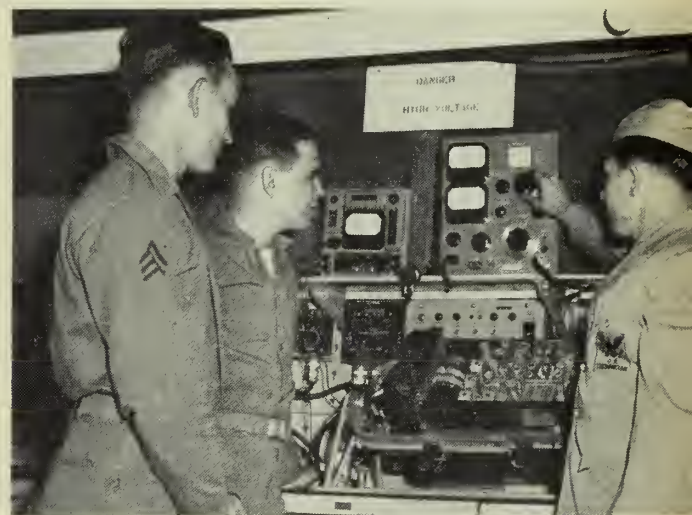
Because of these characteristics, these traveling representatives of NAESU have, over the years, won for themselves a reputation for their engineering know-how and their spirit of cooperation.

NAESU has earned a gold hash mark for its 12 years of outstanding service to naval aviation.

FINE POINTS on the synchroscope are pointed out to aviation electronics technicians at NAS Whidbey Island.



UNIT'S ENGINEER squares away J. H. Larson, AT2, USN, and W. McKittrick, ATC, USN, on circuits of new gear.



MARINES GET the word from NAESU on electronic devices. Below: P. Stiedle, AT3, USN, gets help from instructor.



Brief news items about other branches of the armed services.

★ ★ ★

THE U. S. ARMY'S QUARTERMASTER CORPS has solved the age-old problem of getting daylight into squad tents while keeping out the wind and bugs.

Army squad tents built in the future will have a huge, vinyl-film window which will roll and unroll as easily as canvas. They will be equipped with easy-to-operate fasteners so they can be blacked out at night when the occasion calls for it.

In addition, the new tents will have screen sidewalls which will provide an effective barrier to mosquitoes and other insects. The new, fire-resistant tent is the same size as the one it replaces and will comfortably sleep 16 men.

The tent was designed by the Quartermaster Corps not only to provide more comfort for soldiers in the field but also to reduce the number of different types of tents now in use by the Army. It will be used for mess halls, command posts, offices and other similar purposes as well as for quarters. As old tents are worn out, the new ones will replace them.

★ ★ ★

NATIONAL GUARD UNITS throughout the U. S. pointed up their readiness for emergencies earlier this year in "Operation Minuteman," first nationwide test alert of the Army and Air National Guard.

More than 350,000 Guardsmen in every State, the District of Columbia and Alaska, raced to their assigned positions to meet the "enemy." Along the Atlantic and Pacific coasts, Guard units set up gun emplacements and patrolled the beaches. In North Carolina, troops of the 30th Infantry Division engaged in a simulated operation against a force of "enemy saboteurs" assumed to have been air-dropped into the eastern part of the State.

In other parts of the U. S., tanks of the Guard's five armored divisions, located in Texas, New Jersey, Cali-

fornia, New York and Tennessee, were on the alert and rolled out of their armories on simulated missions.

National Guard anti-aircraft gunsites were fully manned and made operational while more than 1000 fighter planes, most of them jets, roared into the skies to meet the "enemy invaders."

When the alert was over officials described it as "highly successful," stressing the fact that at any time the National Guard could repeat their efforts and give the country an alert and ready defense in the case of enemy attack.

★ ★ ★

A U. S. COAST GUARD MEMORIAL honoring the men and women who served their country in the Coast Guard during World War II has been formally dedicated at Battery Park, New York City, N. Y.

Cast in bronze and mounted on a 10-ton base of Maine granite, the monument was made possible through the efforts and financial contributions of thousands of men and women in Coast Guard service.

Plans for the construction of a World War II monument were begun in 1945 when a Coast Guard Memorial Committee was organized by a group of Coast Guard personnel. The committee examined many pieces of wartime art and finally selected a sketch made by artist Norman Thomas who at that time was a Chief Specialist combat artist in the Coast Guard Reserve.

Thomas's sketch, which illustrates the humanitarian work of the Coast Guard during World War II, shows two Coast Guardsmen, obviously exhausted, evacuating a seriously wounded soldier during the heavy fighting on Luzon in the Philippines.

The memorial appropriately honors the World War II members of the Coast Guard who carried out such important wartime duties as anti-submarine patrol, convoy escort, manning of troop transports, port security, beach patrol and participation in amphibious landing operations in addition to their traditional functions of protecting life and property at sea and enforcing the federal maritime laws.

★ ★ ★

SELECTED ARMY GROUND TROOPS are receiving some of the most unique on-the-job-training ever given, as classes of Army technicians get firsthand practice in the critical business of radiological analysis during the current series of nuclear tests in Nevada.

Following every explosion, the technicians move into the area where they are taught to mark off areas still contaminated in lethal or dangerous proportions.

All are chemical-biological-radiological experts already familiar with the theory of radiological safety. Their training in Nevada gives them a taste of the real thing.

By the end of the atomic tests, 10 "clearing teams" of 12 technicians each, will have undergone the intensive five days' training.

Their final examination is a trip into the blast area within 24 hours after an explosion to map contaminated regions. In actual combat, their work would make it possible for ground troops to follow into areas considered safe for mop-up operations.



COAST GUARD MEMORIAL statue was created from a sketch the artist made during fighting at Luzon.

Medic Battalion

A PRESCRIPTION for the health of servicemen in Japan might read something like this, "Rx—Take Navy Hospital corpsmen and doctors, mix with medical units of the Marine Corps, Air Force and Army. Results will be a healthy group of American servicemen."

Take a look at the Third Medical Battalion, as an example. This is an organization of some 360 Navy officers and enlisted medical specialists trained and equipped to give the best in medical care from a diagnosis and treatment of simple ills to major surgery on the battlefield.

Actually, the Third Medical Battalion's prime concern is the health and well-being of the 3rd Marine Division in Japan. However, members of the Battalion also cooperate in the staffing of two hospitals and one dispensary which are operated by the Army and Air Force. In this respect they are considered as members of the Far East Armed Forces Medical Services.

The battalion is broken down into companies, much the same as a comparable infantry unit, with parts of the battalion scattered throughout Japan. One unit, "Able" Company, shares the medical responsibilities at the Air Force Hospital in Nagoya. "Baker" Company cooperates with the Army Medical Service Corps at the Camp Gifu dispensary while "Charlie" Company is attached to the Third Marine Regiment at Camp Fuji. The fourth group, "Dog" Company aids in the staffing of the Army Hospital at Osaka.

Despite their widespread duty, the medical battalion is a closely knit outfit, ever ready to carry out its primary mission of service with a Marine combat division. To this end it must be ready, at a moment's notice, to regroup and move out under any conditions.

The ability to move rapidly with all necessary medical supplies and facilities is made possible by the use of mobile surgical trailers. These are complete and modern operating rooms on wheels which can follow the combat Marines nearly any place they might go.

The men of the outfit are divided into teams, each assigned a certain trailer or truck and given full instructions on emergency procedure. When and if the need arises for these traveling hospitals to be manned it will take but a short time before they are underway. Until then the Navy men continue their healing with other units of the Armed Forces.

Top: Navyman mixes medicine in dispensary. Center: Navy surgical team operates in trailer. Lower left: Navy corpsman works in AF hospital. Right: Hospital corpsman makes a lab test while assigned to hospital duty.



LETTERS TO THE EDITOR

Broken Service and the SDEL

SIR: I had four years sea duty during my last enlistment and reenlisted within 89 days from the date of my discharge. I am told I can't put in for shore duty until I spend another tour at sea. I thought broken service was being out of the Navy for more than 90 days and it was considered continuous sea duty unless you spent at least one year on a shore station. Is this correct?—H. H. C., EML, USN.

• *Article C-1402, "BuPers Manual," states that personnel reenlisting within three months are reenlisted at the rating held when discharged and are considered to retain continuous service. It is suggested that you submit Shore Duty Request Card (NavPers 2416) for placement on the Shore Duty Eligibility List.*—Ed.

When to Request Instructor Duty

SIR: I would like to obtain instructor duty after my present tour of sea duty is over and had intended to submit a letter to the Bureau, requesting this assignment well in advance of the scheduled completion of my sea duty. However, I now find that I must wait until I have completed 18 months of sea duty before I can make this request. Is this true?—E. S. S., AC1, USN.

• *Yes. To be eligible to request assignment to instructor duty, you must meet the eligibility requirements for shore duty as described in BuPers Inst. 1306.20A (see also the May 1955 issue of ALL HANDS for complete facts concerning sea/shore rotation). As you no doubt know, length of sea duty required*

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

varies with rate and rating and, in your case, is 18 months.

You must also have three years' obligated service or agree to extend enlistment as necessary to obtain this required obligated service to be eligible for transfer to instructor duty. Details are given in BuPers Inst. 1306.22A.—Ed.

Normal Shore Duty

SIR: It is my understanding that a period of at least 12 months or more of continuous duty in a shore billet is necessary in order to be classified as a normal tour of shore duty. I would like to know what my status is.

I was on continuous sea duty from 1948 to 1953 and was then returned to the States. Later in 1953, the duty to which I was assigned was declared Fleet Shore Duty. I requested assignment to a school which I attended in 1954. I maintain that this duty was not a normal tour of shore duty, and that I did not sacrifice my accumulated sea duty in order to go to school.—T. P. C., ATC, USN.

• *Records in the Bureau of Naval*

Where Do I Stand on SDEL?

SIR: I would like to find out how I stand on the shore duty eligibility list. I put in for shore duty in July 1954 and listed as my choice of shore duty any of the Naval Air Stations in the Sixth Naval District. Do you have any idea how many men are ahead of me?—E. C., RM1, USN.

• *The Shore Duty Eligibility List changes constantly, therefore the status of any one individual does not remain stable on the list. Each day cards are pulled out and men are ordered ashore, and each day new cards are placed in the SDEL in their proper place, guided by the length of the man's current tour of sea duty. For this reason a man who*

is, for example, third on the SDEL for the Third Naval District today may be 10th next month due to other personnel with longer tours of continuous sea duty submitting their requests and indicating the same naval district as their preferences. Accordingly, it is almost impossible to predict with any degree of accuracy just when a man's name will reach the top of the SDEL. There are many RMIs on the list with longer continuous sea tours than yours who have indicated the same duty area preferences. Under these conditions you probably will not be ordered ashore within the next 12 months.—Ed.

Personnel indicate you served on duty with VX-4 from 1 Jul 1953 (the date VX-4 became classified as Fleet Shore Duty), until 7 Jan 1954, and at NATTC Memphis from 7 Jan 1954 until 24 Nov 1954, giving you a total of one year, three months and 24 days ashore. This is a period in excess of 12 months served ashore which is classified as your normal tour of shore duty. Your current continuous sea tour for rotation purposes commenced on 24 Nov 1954.—Ed.

SDEL for PO3s and Strikers

SIR: I would like to request shore duty but don't know if I'm eligible to ask for it or not. My present rate is SN. I am an "undesigned" yeoman striker and expect to be advanced to YN3 in the near future. Will I be eligible to submit a request for placement on the Shore Duty Eligibility List before my advancement?—J. F. S., SN, USN.

• *You will be eligible to submit a request for shore duty on the date you are rated YN3 or the date you are designated YNSN, whichever is earlier, provided you have completed 18 months' continuous sea duty at that time.*—Ed.

USS Macon and Akron

SIR: We have a hot stove discussion concerning the ill-fated dirigibles USS Akron and USS Macon, both of which were lost at sea before World War II.

We would like to know where they were built. One faction believes they were constructed in Akron, Ohio. Those in disagreement claim that we got them as reparations after World War I. What is the final word on this question?—J. E. B., HMC, USN.

• *We checked with a BuAer historian and he says they were both definitely American products, constructed in Akron. However, USS Los Angeles (ZR-3) may have caused the confusion as she was a German-built dirigible which came to the U. S. as war reparation in 1924.*—Ed.

Date of Commission, Date of Rank

SIR: I was commissioned ensign in June 1947 with date of rank November 1944. Does my commissioned service for retirement start from 1944 or 1947?—C. O. C., LT, USN.

• *For purposes of retirement, computation of commissioned service begins on the date the commission is accepted. In your case this would be June 1947.*—Ed.

Assignment to Naval Intelligence

SIR: I am anxious to attend the Post-Graduate School course in Naval Intelligence, and have written BuPers inquiring into the possibility of being assigned to the school. To date I have received no answer, and various administrative officers have been unable to give me a satisfactory answer.

This particular field of the naval service is of great interest to me as a career. In my letter I stated that I would request extension of my present contract as necessary if I got ordered to the school—with the thought of later requesting a transfer from the Reserve to the Regular Navy.

I also would like to know if it is possible for me to get intelligence duty and/or orders to the foreign language and area study school. If so, what is the proper procedure to apply for these orders?

Since the date of my release from active duty is in the near future, I must begin making my plans now. I have always liked the Navy and, as mentioned before, am hoping to make it my career.—J. E. J., Jr., LTJG, USNR.

• Your request to the Bureau concerning eligibility for the Basic Naval Intelligence course was answered by the Chief of Naval Personnel via your commanding officer at the time of your letter. The reply stated that current plans indicate no foreseeable change in eligibility requirements for the basic Naval Intelligence course. Therefore, your becoming eligible to attend the course during the period of your obligated service appeared to be very unlikely. It further advised you that should you apply and be selected for transfer to the Regular Navy, you would be eligible in the future for consideration for assignment to postgraduate instruction in Naval Intelligence. Your attention was called to BuPers Inst. 1520.15A which promulgates current requirements for admission to this course.

In answer to your request for assignment to a course of instruction at U. S. Naval School, Naval Intelligence, Washington, D. C., you were advised that officers in your category were not considered eligible for assignment to the six months' intelligence course or to the eleven weeks' air intelligence course at that time. So your request could not be approved.

The letter also informed you that officers of your rank and category were not currently being considered for assignment to attache duty.

If you desire assignment to foreign language training, application should be made in accordance with BuPers Inst. 1520.27.

Should you desire to be considered for assignment to an intelligence billet which does not require an intelligence



USS GUNSTON HALL (LSD 5) earned nine stars on her Asiatic-Pacific ribbon during WWII. She came back on active duty to earn seven more in Korea.

Nine Stars for Gunston Hall

SIR: Can you tell me what operations or invasions USS Gunston Hall (LSD-5) participated in and what decorations she is entitled to for her WW II service from her commissioning date in November 1943 to decommissioning date in late 1945? —H. W. C., GM1, USN.

• Records of the Bureau of Naval Personnel show that Gunston Hall

is credited with nine stars on the Asiatic-Pacific campaign medal during 1944 and 1945 for assisting in the occupation of Kwajalein and Majuro Atolls, the landings at Admiralty Island, Leyte and Mindoro, the Hollandia operation, capture and occupation of Guam and the southern Palau Islands, and the assault and occupation of Iwo Jima and Okinawa Gunto.—Ed.

school graduate, it is suggested that you submit an official request for such assignment. In order to qualify better for such an assignment, it is suggested that you submit an unqualified request to extend your tour of obligated service for a period of one year or more.—Ed.

Dependents' Identification Card

SIR: SecNav Inst. 1700.1, dated 30 Mar 1954, which governs the issuance of Dependents' Identification Card to a dependent father or mother, states that the parent or parents must be dependent on the Navyman for over one-half of their support.

In view of this should a determination of dependency be requested from the Bureau of Naval Personnel every time a Navyman requests a dependent's card for his mother or father? —J. D. P., LTG (MSC), USN.

• If the father or mother is dependent for more than one-half support, it is likely that a determination of dependency has already been issued by the Chief of Naval Personnel or the Director, Family Allowance Activity, Cleveland 14, Ohio, in order to substantiate entitlement to basic allowance for quarters. The Commanding Officer is authorized to issue the Dependents' Identification Card provided that he is satisfied that the required degree of dependency exists. If there is any doubt, a determination of dependency may be requested from Chief of Naval Personnel.—Ed.

Promotion of Temporary Officers

SIR: I have a question pertaining to temporary officers as affected by recent legislation. Public Law 407 (83d Congress) does not make it clear to me whether or not officers promoted temporarily between 1 Jul 1951 and 17 Jul 1955, especially those in the categories with designators 1101 and 1102, will be considered for further promotion. Could you explain this law more fully, particularly as to whether officers in this category will be considered for further promotion.

Also, when computing service in regard to mandatory retirement of permanent Chief Warrant Officers upon reaching 30 years' service, does such service have to be full-time active duty or active National Guard (not full time)? —J. W. M., LCDR, USN.

• That portion of Public Law 407 which provides for the affirmation of temporary appointment of officers is equally applicable to all officers. Therefore, if you have designator 1101 or 1102, you are as eligible for further promotion as your permanent contemporaries.

The Warrant Officer Act of 1954 provides for mandatory retirement of warrant officers, (unless continued at their request by the Secretary of the Navy) after 30 years of total active naval service. National Guard service does not count except for computation of active and retirement pay.—Ed.

Navy's Youngest PO1s Speak Up

SIR: Noticed the letter in the April issue of ALL HANDS written by LT R. O. R., concerning the youngest first class petty officer in the Navy.

My age at the time I made RM1 was 20 years and five months, exactly seven months before my 21st birthday, while still on my minority cruise.—Benjamin Horn, CHRELE, USN.

SIR: Nix to the claim that John B. Lipinski, AL1, USN, is the youngest first class petty officer.

I was rated MM1 at the age of 20 years, six months and 15 days. Nine months later I made chief at the age of 21 years three months. How does that stand up?—Lewis Rollings, MMC, USN.

• *Not too well, read on.*—ED.

SIR: I was promoted to EM1 in May 1954 and at the time of my promotion was 20 years, six months and 9 days old?

Am I the youngest?—James A. McCamant, EM1, USN.

• *Read on.*—ED.

SIR: Regarding your invitation for information on the Navy's youngest PO1, I made first class at the age of 20 years, two months and 21 days.—R. R. Kenlon, HMC, USN.

SIR: After reading of the 20-year-old PO1 and your comments, I am prompted to write you of my own record. In December 1943 I was promoted to SM1c at the ripe old age of 19 years, 11 months and 24 days.

I don't submit this as a claim for a record because I know of several other men who made advancements along with me at about the same age. Without a doubt there were those younger than I.

With rates as hard to come by as they are now, the 20 year old PO1 can be justly proud of his record.—Kenneth Mitchell, QMC, USN.

SIR: Here is a name to add to your

youngest first class list. He is Lloyd H. Blevins, JOC, USN, who made it when he was 19 years, eight months and 29 days old.—R. C. G., JOC, USN.

SIR: I was rated PO1 at the age of 19 years, seven months and eight days.—Bill Brewer, AMC, USN.

SIR: This one should be the record or I'll miss my bet. We have a Ship's Clerk who entered the Navy when he was 16, made PO1 when he was only 18 years, 10 months and 9 days old. I also think he might qualify as the youngest man ever to make chief as he was promoted to CPO when he was only 19 years, eight months and 9 days old. He is Earl E. Smith, SCLK, USN.—C. C. T., YN3, USN.

• *You miss your bet, in so far as his being the youngest PO1, as you will find out when you read on. However, we might say that at the present Mr. Smith does rate in our book as the youngest man to make CPO. Wouldn't be a bit surprised though if someone does write in and change that.*—ED.

SIR: You can stop wondering who is the youngest man ever to make PO1 as we feel sure we know. His name is Edward E. Kemp, YNC, USN. Chief Kemp enlisted in the Navy at the tender age of 15 by giving his age as 18. It was several years before the Navy knew his true age and by that time he was of a legal age to enlist. To go on with the statistics, he made 1st class when he was only 17 years, seven months and 12 days old. Does that satisfy your inquisitive nature?—V. L. G., YN1, USN.

• *Any other entries? It seems that Chief Kemp rates the title of "youngest man to make 1st class PO," but we wouldn't be a bit surprised to see more letters on this subject. How about it, is there anyone that can beat the record for either chief or first class?*—ED.

Naval War College, Newport, R. I., based on the following clause in Article C-5316(8), "Bupers Manual": "When an enlisted person is transferred from one permanent duty station and ordered to another permanent duty station with temporary duty en route, proceed time, if taken, must be taken prior to reporting at the temporary duty station."

What had you mixed up was the exception mentioned in the same Article which states, "Proceed time should not be allowed on a transfer between two stations at the same place." This would not apply in the above case since the old and new permanent duty stations are not located in the same place.—ED.

Plank-Owners Looking for Plank

SIR: All hands at this newly-commissioned communication unit are interested in a commissioning certificate similar to the "Plank Owners Certificate" issued to commissioning crews of new ships. Do you know where such certificates can be obtained?—D. E. C., CTC, USN.

• *All certificates of this nature are unofficial and are neither printed nor distributed by the Navy. Some ships take the initiative and print their own; others buy them from commercial sources. We suggest you pool your talents and draw up one of your own. For samples, see the centerspread from the November 1952 issue of ALL HANDS, or page 25 of January 1955 issue.*—ED.

Tropical Uniform

SIR: Has the new tropical uniform for officers and chiefs, consisting of long trousers instead of shorts, become a part of the regulation uniform? If so, when will this change be made in Uniform Regulations?—W. H. T., AKC, USN.

• *Change Number 1 to "Uniform Regulations," which includes the new tropical uniform with long trousers, is now in the hands of the printer. When it becomes available it will be distributed to the service and all changes included will become effective at that time.*—ED.

En Route to Japan, Via Hawaii

SIR: I expect to receive orders for transfer to Japan in the very near future. En route I am to stop at ComServPac for duty under instruction for about three months. My question is this: Can I take my family to Hawaii with me, and then leave them there on completing school until I have permission to take them into Japan?—H. C. W., LT, USN.

• *Since your dependents are not at this time permitted to accompany you to Japan, you may select Honolulu as a designated point for your dependents to travel to and remain until they are permitted to travel to Japan. For more information you might consult "Joint Travel Regulations," Para. 7008.3.*—ED.

Proceed Time

SIR: According to BuPers Manual, when an officer or man is transferred from one permanent duty station to another with temporary duty en route he must take the proceed time before reporting to the temporary duty station. Article C-5316(8) also states that when a man is transferred between two stations with the same location, no proceed time is authorized.

Based on that statement, it is my contention that when a man is transferred from one permanent duty station to another permanent duty station with temporary duty en route, and the temporary duty station is in the same place as the old permanent duty station, no proceed time is authorized. He doesn't rate proceed time to his temporary duty

station because it is located in the same place as the station from which he is being transferred. He doesn't rate it after the temporary duty is completed because regulations state that it must be taken prior to reporting to the temporary duty station. Am I right?—O. R. C., HMC, USN.

• *You're wrong, Chief. The best way to clear it up is to give you a hypothetical case. Petty officer first class John Jones is ordered transferred on permanent change of station from the Naval Torpedo Station, Newport, R. I., to the Naval War College, Newport, R. I., for four weeks' temporary duty and further transfer to Naval Shipyard, Boston, Mass., for duty. If Jones has dependents and desires proceed time, he takes the proceed time before reporting to the*

Period of Officer Fitness Report

SIR: It is my understanding that the date of detachment of an officer is a day of duty and the day of reporting to the new duty station is a day of leave. This seems to indicate that this day of duty is a day of duty at the station from which he is detached. Therefore, I believe that an officer's fitness report in this case would be dated to start on the day after the date detached from his last duty station.

BuPers Manual, Article B-2203, states: "To this end the period of the report should commence with the day after the terminal day of the last report or the date detached from last duty station." (emphasis supplied) "The reporting senior's marks and remarks are limited to the period during which the officer was under his command." Is this the proper interpretation?—C. D. H., LT, USNR.

• *Your reference is correct and your interpretation also appears correct except that you have emphasized the wrong word. The sentence should be read: "To this end the period of the report should commence with the day after (1) the terminal day of the last report or (2) the date detached from the last duty station."*

All regular reports of fitness begin on the day after the terminal date of the last regular report. In the case of detachments, the report should terminate on the date the officer was detached, and his next report should commence with the following day regardless of the date he reports to his new duty station. Since the time the officer spends on leave and in transit is shown in section 11 of the report and the date he reports to the new station is shown in section 7, it is understood that the reporting officer's marks and remarks apply only to that period during which the officer was actually under the reporting officer's observation.—ED.

G.I. Loan Guaranty

SIR: I am a Fleet Reservist with 25 years in the Navy, and want to set myself up in the locksmith business. I originally was transferred to the Fleet Reserve on 1 Jul 1948 and was recalled to active duty in February 1951 and after serving 24 months was transferred back to the Fleet Reserve. When I want to apply for a G.I. business loan they told me that such loans had been discontinued—can you give me any information on this?—D. A. M., QMSC, USNR.

• *You are not eligible for a direct business loan, but from your statements you apparently qualify for a loan guaranty under the provisions of the Veterans' Readjustment Assistance Act of 1952. It is suggested that you contact your nearest Veterans Administration office for advice concerning non-real estate loan guaranties which insure loans to a maximum of \$2000.—ED.*

Scrimmage Earned NUC

SIR: In your January issue of ALL HANDS you put out a list of ships that earned more than one NUC or PUC. Your article said *uss Sentry* (AM 299), *Scout* (AM 296) and *Scuffle* (AM 298) earned one NUC and one PUC. What happened to *uss Scrimmage* (AM 297)? I was a member of this crew and in the same unit as the above ships. Why wasn't *Scrimmage* entitled to the same citations? I was awarded the NUC only.—C. S. M., FPC, USN.

• *Scrimmage was cited only once, as a part of Task Unit 78.3.6 which was awarded the Navy Unit Commendation for action from 14 to 18 Feb 1945 at Manila Bay. Sentry, Scout and Scuffle were cited twice, once for the action mentioned above, and once with the Presidential Unit Citation awarded Task Unit 78.2.9 for action from 15 Jun to 1 Jul 1945 at Balikpapan, Borneo, Neth-*

*erlands East Indies. Available records do not show that the Board of Decorations and Medals considered *uss Scrimmage* for an award for action with Task Unit 78.2.9.—ED.*

Recall of Retired Navymen

SIR: If a man retires after 30 years of active military service, is he subject to call in case of a national emergency? Also, if a man transfers to the Fleet Reserve after 20 years of active military service and completes 10 years in the Fleet Reserve, is he subject to call in case of a national emergency?—W. S., BTC, USN.

• *Retired officers and enlisted men are not required to hold themselves in readiness for active service. However, they may be ordered to active duty in time of war or national emergency. In time of peace they may not be ordered to active duty without consent.—ED.*

Globetrotter Certificate

SIR: ALL HANDS frequently prints pictures of certificates which have been awarded for such things as crossing the Equator or the International Date Line. However, I've never seen a picture of a certificate for a round-the-world trip until this one appeared in the Canadian Navy's magazine, *The Crowsnest*. It was awarded to crewmen of *HMCS Haida* on completion of her second round-the-world voyage in September 1954.—B. R. B., JO1, USN.

• *Our thanks for the certificate commemorating both *Haida's* world cruise and crossing the "line." We have never heard of a similar award in the U. S. Navy, but such certificates are unofficial and it is entirely possible that some ships have produced their own mementos for round-the-world voyages.*

We have heard of such comparatively rare items as the following: (1) *Brotherhood of Horned Shellbacks*, for the double feat of crossing the Equator and rounding Cape Horn on the same trip; (2) *Shackle and Grommet Owners Certificate*, awarded to members of the original commissioning crew of a vessel (and including "clear and unencumbered title" to one one-half inch shackle); and (3) *Domain of the Emperor Penguin*, for men who have crossed the Antarctic Circle.

Then there are metal emblems for such clubs as the *Sea Squatters* (for men who are forced to spend more than 24 hours on board a life raft) and the *Caterpillar Club* (for men who are forced to parachute from a disabled plane).

Perhaps the "topper" for such unofficial awards is the "Order of the Busted Periscope," created for an



eagle-eyed Navy pilot last year. The patrol bomber pilot was cruising at 225 miles an hour during anti-submarine exercises off the Maine coast when he spotted a sub's periscope. He dropped a 13-pound practice bomb—and hit the 'scope square on the head. The busted "eye," which was only three inches in diameter, was subsequently mounted on a plaque and presented to the pilot in recognition of his marksmanship.

But getting back to certificates, our November 1952 issue devoted the centerspread to a number of these symbols of seasoned sailors, and we have covered a number of them since that time. If you know of any we might have missed—or any unusual awards or clubs such as the "busted periscope" and *Caterpillars*—why not cut ALL HANDS in on the "scoop."—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *Seebee Veterans of America* — The ninth annual reunion will be held at Hotel Hayes, Jackson, Mich., on 12, 13 and 14 August. For further information write to Robert Zimmerman, 200 Evelyne St., Jackson, Mich.

• *93d Seabees* — The sixth annual reunion will be held 2 and 3 September at Biltmore Hotel, Oklahoma City, Okla. Write to Darle Christy, 715 West 36th St., Kansas City 11, Mo.

• *73d Seabees* — The sixth reunion will be held at the Peabody Hotel on 29, 30 and 31 July in Memphis, Tenn. For further information contact Tourney Welting, 2801 Lamar St., Memphis, Tenn., or Charles Barnes, 412 Merrett, Fort Worth, Tex.

• *Marine Air Group 25* — The second annual reunion will be held 2, 3 and 4 September at Conrad Hilton Hotel in Chicago, Ill. For information contact Robert J. Biggane, 274 Maynard Drive, Buffalo 21, N. Y.

• *SACO-US Naval Group China* — The first reunion will be held in conjunction with CBIVA 5 through 7 August at Jefferson Hotel, St. Louis, Mo. For information write to Earl W. Pomahac, 405 Michigan Ave., South Milwaukee, Wis.

• *uss Pheasant (AM 61)* — A reunion will be held 29, 30 and 31 July in International Falls, Minn. For further information write to

George McIntyre, Box 133, International Falls, Minn.

• *uss Thatcher (DD 514)* — A reunion of all officers and men will be held 22 October in New York. For details write to Louis P. Falcone, 60 Park Place, Newark 2, N. J., or Tom Condon, 614 47th St., Brooklyn, N. Y.

• *16th Seabees* — It is proposed to have a reunion of all ex-members with time and place to be announced later. Those interested may write to Arnold Siita, 16th Seabee Assoc., 1246 Addison St., Berkeley 2, Calif.

• *uss Algol (AKA 54)* — All who served in this ship during WWII and who are interested in a reunion with time and place to be announced later, please write to I. E. Carner, Sierra College, Auburn, Calif.

• *uss Andromeda (AKA 15)* — All those who served on board and who are interested in a reunion with time and place to be designated by mutual consent, may contact Jack Fitzgerald, 283 Princeton St., Hartford, Conn.

• *uss Granville (APA 171)* — A reunion is being planned for all former officers. Those not previously contacted may write to R. P. Blanding, 3358 Richard St., Eugene, Ore.

• *uss Paul Jones (DD 230)* — All personnel who served in this ship between 1942 and 1945 and who are interested in a reunion with time and place to be announced later, are requested to contact Roy A. Westbrook, PNI, c/o Personnel Department, U.S. Naval Air Station, Dallas, Tex.

• *uss Sloat (DE 245)* — A reunion is being planned for October. Write to T. P. Quinlan, 35-16 34th St., Long Island City 1, N. Y.

Clinical Lab School

SIR: I am a hospital corpsman with over a year's experience working in a clinical laboratory. I would like to attend Navy's clinical laboratory school and become qualified as a lab technician but find that I am not eligible because I have not had a course in one of the following high school subjects: physics, chemistry or biology.

Because of my lab experience, can I get a waiver on those subjects?—E. B. D., HMI, USN.

• When you submit your application for a course of instruction in Clinical Laboratory Technic, also submit a request for waiver of requirements of high school physics, chemistry or biology. Provided you meet all other requirements and BuMed feels that you will not be handicapped by the lack of the course, there is a good chance your request for school will be approved.—Ed.

Reassignment, Training for HMs

SIR: I have just been transferred to my present Marine outfit for return to the United States, at which time I hope to return to naval service. How should I apply for assignment to shipboard duty on the East Coast?

Also, approximately five months ago I applied for a course in Pharmacy and Materia Medica. My application was approved, but that was the last I heard of it—no lessons, no nothing. Can you tell me what happened?—J. W. E., HM3, USN.

• Under current policy, Hospital Corps ratings serving with Fleet Marine Forces are rotated back to the States for leave and reassignment upon completing 14 months in the Far East. At that time personnel in excess of FMF requirements are made available to Commander Service Force, U. S. Pacific Fleet, for reassignment within the Pacific Fleet. Your request for reassignment to a naval ship or activity may be forwarded through channels to Commander Service Force.

Requests for transfer of enlisted personnel between widely separated commands (such as between the Pacific and Atlantic Fleets) will not be approved, except for humanitarian reasons or upon showing genuine hardship; and such requests should be accompanied by substantiating affidavits. Further information is contained in Article C-5203(1), "BuPers Manual."

The Correspondence Training Division of the Naval Medical School, Bethesda, Md., enrolled you in a course in Pharmacy and Materia Medica on 10 Jun 1954. You were disenrolled on 18 Aug 1954 because no work assignments were completed and all material mailed to you was returned to the Training Division. If you still desire the course, you should complete another Request for Enrollment (NavPers 922) and forward it through channels to the Training Division.—Ed.

Who's Jack-o'-the-Dust?

SIR: I would like to know how the title "Jack-o'-the-Dust" first originated and what his duties were.—N. J. E., SKG1, USNR.

• The expression "Jack-o'-the-Dust" originated way back when but was first approved as a rating for the U. S. Navy in "Navy Regulations" of 7 Aug 1876. In 1893 the rating was abolished but the term is still in use. Jacks-o'-the-Dust are found on just about all U. S. Navy ships.

A Jack-o'-the-Dust is a seaman, usually a commissary steward striker who assists the storekeeper in charge of the provision issue room. It is his job to

break out the food supplies. He is so named from sawdust sprinkled on the lower store-room deck to keep it dry.—Ed.

LCUs Have OICs

SIR: Does the Chief of Naval Operations consider LCU Divisions as commands? What about one LCU?—W. K. P., YN2, USN.

• Yes, an LCU Division is considered a command, but not one LCU. The craft would have an Officer-in-Charge, usually a boatswain's mate.—Ed.

Course Completed in Grade of Ensign

SIR: BuPers Inst. 1416.1 outlines the program for testing the professional fitness of officers for promotion purposes. Paragraph 6b of the instruction provides exemptions for certain correspondence courses, but states that they are good for exemptions only "if completed in the present or immediately previous grade and will be good for two consecutive promotion periods."

In 1950, as an ensign, I completed the correspondence course in *Navy Regulations*. Under my interpretation of the instruction, I cannot claim the course as an exemption because it fails to meet both the above requirements.

Assuming that I wanted to avoid the need to compete in the professional examination, and at the same time eliminate the time and effort necessary for someone to administer the examination, would I be required to complete the course again? *Navy Regulations* haven't changed appreciably since 1948 and the course text probably hasn't been changed at all, so it would appear to be a waste of time to resubmit the course.—R. C. M., LT, SC, USN.

• Satisfactory completion of the correspondence course, "*Navy Regulations*," NavPers 10740A, while you were an ensign satisfies the requirement of that course for promotion to lieutenant commander.

Although paragraph 6b of Inst. 1416.1 does state that course credit will be allowed "if completed in present or immediately previous grade," its interpretation should be viewed in light of paragraph 7e of the same instruction. That provides, in part, that "correspondence courses completed in the grade of ensign will earn exemption for promotion to senior grades as though the courses were completed in the grade of lieutenant (junior grade).—Ed.

OOD Salutes Twice

SIR: A current custom aboard this ship, and many other naval vessels, presents the basis for quite a controversy. When a man comes aboard a vessel, he first salutes the National Ensign (when flying), then turns to the Officer of the Deck, salutes, and requests permission to come aboard. Upon departing, the man salutes the OOD, requests permission to leave the ship, and salutes the National Ensign (when flying).

The problem is this: How many salutes are rendered by the OOD during the above two instances? I contend that he salutes four times; others say he salutes only when the visitor salutes him, namely, twice. Who's correct?—J. B., LT, USN.

• You are. Article 2108 (1) "*Navy Regulations*, 1948," bears you out. The last sentence of this article reads, "The Officer of the Deck shall return both salutes in each case." Thus, he is required to render two salutes in each case, or a total of four.

All salutes are returned. The salute to the flag (or actually to the nation), is returned by the Officer of

the Deck as the flag's living representative.

We note that you state definitely in your letter that you "salute the National Ensign (when flying)." Another question, similar to yours, has also presented a bit of a problem: Should the flagstaff (where the National Ensign is flown) be saluted between sunset and 0800, although the flag is not actually flown? Both questions are answered by the section "Salutes on the Quarterdeck" on pg. 447 of the "*Bluejacket's Manual*, 1950."

The second paragraph of this section states: "It was formerly custom and regulation ("*U. S. Navy Regulations*, 1920," Art. 265) to salute the national ensign whenever you came upon the quarterdeck from any direction whatsoever. It was also the custom—and may continue to be so on certain ships—to face aft and salute when boarding or leaving ship, even if the ensign was not flying. These customs are not required by the new "*Navy Regulations*" of 1948 but may be specified by the individual commanding officers.—Ed.

Nuclear Propulsion Course

SIR: In the February 1955 issue of ALL HANDS I read an article about nuclear courses available for naval officers at a civilian college.

I am in OCS at Newport at the present time. Before I entered the Navy I was accepted for graduate work at that college. What are the possibilities of my application being accepted for such a program?—R. S., OCSA, USNR.

The Naval Construction and En-

gineering course, which is conducted at a civilian educational institution, includes five different specializations, one of which is in the field of Nuclear Propulsion. This course leads to designation as EDO for unrestricted line officers. Eligibility is limited to those persons who have two to five years' commissioned service. You are, therefore, not yet eligible for the nuclear postgraduate courses, nor for any other postgraduate course.—Ed.

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What's Your Next Duty Station?

HUNDREDS OF CAREER QUESTION letters are received by **ALL HANDS** each month. In an effort to round up the answers and present them in a package form, we went to VADM James L. Holloway, Jr., USN, the Chief of Naval Personnel.

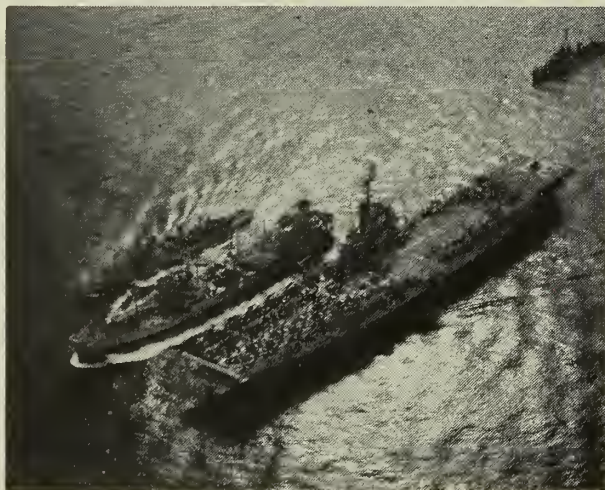


As the one man in the Navy most closely associated with all phases of career planning, VADM Holloway was in a position to help us get out the word to the Navymen ashore and afloat. The result was a pretty complete run-down on the entire career situation, in which the Chief of Naval Personnel not only explained what was happening, but also why. Moreover, he discussed

future planning in terms of what is being done to improve tours of duty ashore and afloat; what are the promotion prospects; what the new weapons and developments will mean to each Navymen and to his billet.

Here, below, you will find the information, mostly in the admiral's own words. This is present policy, and should hold fast unless international commitments or other emergency make it necessary to change.

*For ease of presentation, we have broken it down into headings and sections. If the information proves to be of value to men in the Fleet, we would appreciate hearing about it, and hearing of any other over-all problems that can be discussed in this manner. We plan, in the near future, to go up to the Chief of Naval Personnel, and present him with a new series of general interest questions that he can answer in **ALL HANDS**.*



OLD TIMERS in the U. S. Navy can remember the days when it made little real difference to the enlisted man whether he was assigned to a sea job or a shore job. The vast majority of billets at sea provided quite favorable tours of duty.

The enlisted man assigned to a cruiser in Long Beach, Calif., could expect to spend some eight or nine months during each year operating in and out of that port. If he was single he probably found himself with as much liberty time ashore as he could afford financially. If he was married he normally experienced a great deal of family life. In either case, he could look forward with anticipation, to an annual brief, strenuous Fleet exercise which gave him the opportunity to polish up his skill

as a man-o'-warsman and to visit new ports, thus providing a break in the routine of social activity in his home port.

In those pre-World War II years, the average Navy enlisted man did not look on shore duty as something to be particularly desired early in his career. It was thought of as a snug harbor to be sought out toward the end of his career in order to begin to put down his roots in a community and plan for his retirement from the Navy into civilian life.

This very desirable situation resulted from the fact that the international commitments of the United States, supportable by American sea power, did not extend across the entire Pacific Ocean to the shores of Asia and across the Atlantic into the continent of Europe. Japan exerted the influence of her sea power throughout a vast arc of the Western Pacific into which the U. S. Navy did not deploy ships in large numbers, although we did have our China Station and Philippine bases. British sea power provided the peacetime stability in the Northeast Atlantic, Mediterranean and Indian Ocean areas.

Today, the international commitments of the United States have been extended in great magnitude. American sea power has surged forward across the entire Pacific Ocean to fill the vacuum resulting from the destruction of Japanese sea power. Also, the growth of important peacetime international organizations has resulted in the extension of American sea power into the Northeast Atlantic, the Mediterranean and even the Indian Ocean.

These remarkable changes have resulted in a Navy, a great part of which is required to be deployed through vast ocean areas,

away from home ports, for a large portion of every year. On the other hand, there are numerous ships, such as tenders and ships assigned training duties, which remain close to their home ports. However, the result is that for most of the ships, much of each year is spent on the high seas. This means that when assigned to sea jobs, today's enlisted man has been able to spend considerably less time with his family than did the enlisted man prior to World War II.

Sea Duty Tours

As a result, though the sea is still the natural habitat of the sailor, even the most dedicated find themselves understandably desiring a greater proportion of shore duty during their naval careers than did their predecessors before World War II.

In view of the increased tempo of operations and the extended deployments described above, there is a need to shorten the sea duty tours and to assign enlisted personnel ashore at more frequent and regular intervals. This is particularly important in the cases of enlisted men holding a rating for which the primary need is in ships.

A program has begun which will rearrange the billet structure of the Navy, and naval personnel distribution procedures, in such a manner that the individual enlisted man, regardless of rating, can experience a reasonable proportion of favorable duty both at sea and ashore during his career in today's Navy, with its greatly expanded commitments.

"It is my desire," said VADM Holloway, at this point, "to insure that every enlisted man is brought up to date on our programs to improve his tours of duty and what he may anticipate for his future—and we can take these up item by item."

The Present System

As a point of departure, the Chief of Naval Personnel described the present system with regard to the types of duty, and the billet structures of the Navy which produce these types of duty. His statements were based upon a Navy which as of 31 Dec 1954 consisted of an authorized enlisted strength of 608,000. After deleting from this authorized total the numbers allowed for "pipe line" (men in transit between duty station, etc.) contingencies, students, and those special personnel assigned to the training and administration of the Naval Reserve (who have a high proportion of shore duty), there remained a Navy of some 516,000 enlisted billets.

About 374,000 of these jobs are currently classified as sea duty. Here are the types of sea duty and some of the assignment procedures necessary in order to fill these 374,000 billets.

A. Sea Duty

- **General**—You are assigned to sea duty by the Chief of Naval Personnel from four general sources: *Recruit training, general detail, a completed tour of shore duty*, and in some cases from *service schools*. At the present time, the Bureau acts as a clearing house in the assignment of enlisted personnel to sea duty, distributing equitable percentages to the Service Force commanders of the two Fleets, who make further assignment to type commands and individual activities.

Thus, in a typical case, suppose you decide to reenlist 60 days after discharge and report to the receiving station to be classified as general detail. The receiving station notifies the Bureau that you are available for assignment, stating your duty preference and other data.

Now, suppose your duty preference is an Atlantic

Fleet destroyer. The Bureau assigns you to ComServLant, since your preference is in the Atlantic Fleet. A message to this effect would be sent to both the receiving station and ComServLant.

ComServLant then, if practicable, makes you available to ComDesLant in accordance with your preference. The type commander, ComDesLant, details you to a specific destroyer and sends this ultimate duty assignment back to the receiving station which would then transfer you directly to your new ship.

As you can see, several distribution commands are involved in placing you where your special skills and experience will be useful to you and the Navy. Every effort is made to give every man as much personal attention as possible.

However, there are a couple of additional factors

involved in your assignment: The total number of personnel assigned to each Fleet must be balanced, and within the Fleets, certain over-all percentages of personnel must be assigned to each type commander. Thus, it is not always possible to give every man his desired duty at a certain time.

- **Overseas Duty**—Included in the general category are about 30,000 enlisted billets at overseas activities.

- **New Construction Duty**—Sea billets for the crews of new construction vessels are assigned by the Chief of Naval Personnel from among general detail personnel, school graduates and those completing a tour of shore duty or by drafts upon the Fleets.

- **Naval District Ship Sea Duty**—Sea billets for the crews of naval district ships designated as sea duty are assigned by the Chief of Naval Personnel.

- **Intra-Fleet Transfers**—Transfers between ships within a Fleet are made by type commanders to balance the forces with personnel available. Occasionally, transfers between different types are made by Service Force commanders in order to fill requirements for special skills.

- **Inter-Fleet Transfers**—Because of the great expense to the government involved, transfers between Fleets usually are made only in case of verified hardship, for humanitarian reasons, or to satisfy needs of the service.

It is the general policy of the Bureau to keep transfers to a minimum, in order to give stability to the ship and to you as an individual. However, this does not prevent normal rotations between the destroyers and the destroyer tenders, or even between ships of different types. This type of transfer, which is controlled by the type commander, is used to provide rotation between ships which spend much time at sea, and those which remain close to home.

B. Shore Duty

- **General**—All naval shore activities such as air sta-



tions, receiving stations, ammunition depots, training activities, and naval shipyards exist primarily for the purpose of supporting and providing services for the active ships of the Fleet. Fortunately, their existence provides the Navy with an opportunity to place enlisted personnel in useful jobs ashore; however, some difficulties are encountered in making these jobs available in adequate numbers for certain rates. More about that later.

For purposes of assignment of personnel, all shore billets within the continental United States fall into one of two categories: *Fleet shore duty* or *Bureau shore duty*.

• **Fleet Shore Duty**—Fleet shore duty activities are those within the continental United States that directly support the Fleet and whose personnel are therefore assigned by the Fleet commanders. These activities are under the administrative control of the Fleet commanders, who order personnel to tours of Fleet shore duty from among the Fleet units under their jurisdiction. The Fleet commanders maintain their own Fleet shore duty waiting list.

In general, these waiting lists are administered in a manner similar to that of the Bureau shore duty eligibility list, with the length of shore duty tours established at two years.

• **Bureau Shore Duty**—As of this writing, there are about 104,000 enlisted Bureau shore duty billets within the various continental U. S. Naval Districts, River Commands, and under the Chief of Naval Air Training. (Exceptions are those shore activities physically located in the above areas but administered by Fleet commanders as Fleet shore duty.)

The Chief of Naval Personnel recognizes it as most desirable that all personnel be rotated into a shore billet on an equal basis in so far as practicable. This is accomplished by means of the Shore Duty Eligibility List (SDEL). By submission of a shore duty request card when you are on sea duty you may specify the geographical areas in which you desire shore duty. Your name is then placed on the SDEL, maintained in the Bureau, for transfer to the requested area when a vacancy for your rate occurs within that area. (Details concerning the operation of the SDEL may be found in the January 1955 issue of *ALL HANDS*.)

Transfers to shore duty are made from the SDEL strictly on a length of sea tour basis. The man with the longest current sea tour gets top priority for his requested locality.

• **Instructor Duty**—If you possess the proper background, you are eligible in many cases for assignment to instructor duty in schools and activities under the management control of this Bureau or of BuAer and BuMed. There are Class "A," "B," and "C" naval schools; functional training activities; aviation schools of the naval air technical training commands; recruit training

commands; naval retraining commands; officer candidate schools; NROTC units; honor schools; Merchant Marine and Maritime academies and certain Fleet training activities. Their names and locations are contained in BuPers Inst. 1306.22B, soon to be re-issued. The instruction lists the rates eligible, the qualifications necessary, and how to apply. If you apply for instructor duty, you may also be carried simultaneously on SDEL.

If you are eligible for instructor duty you normally achieve shore rotation earlier than you would expect through the SDEL.

• **Recruiting Duty**—There are over 430 recruiting activities located throughout the United States which contain enlisted billets for those personnel who are eligible for shore duty and recommended for recruiting duty by their commanding officers. If you are eligible, you are given three choices of duty in the various cities and states covered by the recruiting service. This widespread coverage frequently makes it possible for you to obtain duty in the vicinity of your home town or city.

The recruiting service makes use of personnel in two categories. There are canvassers who actually contact prospective recruits, schools, and the general public, explaining the opportunities and advantages in the Navy. Chief or first class petty officers in any rating are eligible for a two-year tour of duty as a canvasser. In addition, there are support personnel who provide administrative assistance, selected from the yeoman, personnel man, disbursing clerk, storekeeper and hospital corpsman ratings.

Length of Duty Tours

Length of tours are dependent upon your particular rating, the type of duty, and in some cases your individual status. A normal tour for the ratings for which there are few billets ashore as compared to the number of billets required at sea (such as BT, MM, RD) is two years, in order to give more persons in that rating an opportunity for shore duty.

The tour for ratings who have about the same number of billets ashore as at sea (such as HM) is three years, so that the number of transfers of such ratings may be kept as low as possible for economic considerations.

Personnel ashore in programs that require special training, such as instructor duty, have a three-year tour in order to make maximum utilization of that training.

Shore tours for USN personnel who have never been to sea are 18 months, regardless of rating. For USNR personnel on a two-year duty agreement, the tour is 12 months. Personnel in these two categories ashore are held to an absolute minimum.

Tours of duty in Fleet shore billets and overseas follow the same general concept. However, in less desirable



locations such as the Aleutian Islands, the tour is one to two years depending upon whether or not the family is on station with the Navyman.

Finally, you are not considered eligible for early assignment to sea from shore duty until you have completed at least one year of duty in your current activity. This is done in order to provide as much stability for you as is possible.

Special Programs

In addition to these routine sea and shore assignments, there are certain special programs, which because of their nature or state of development are not open to normal channels of personnel distribution. Personnel assigned to these programs are ordered in by the Chief of Naval Personnel. Examples of special programs are:

- **Attache and Mission Duty** (Naval Missions, Offices of Naval Attaches, Military Aid Groups, Joint and NATO Staffs Overseas, and Similar Activities)—The majority of billets in these activities are considered to be among the most desirable duty assignments available to enlisted personnel. An eligibility list is maintained in the Bureau, and selections are made from this list if necessary to fill new billets or to provide rotation for personnel upon completion of a normal tour.

Applications may be submitted in accordance with BuPers Inst. 1306.6A. Duty in this program affords you, and in most cases your dependents, an opportunity to live and travel abroad and to see and enjoy historic sights in far away places.

- **Naval Security Group**—Personnel assigned to this special program are rated as communication technicians. They can normally expect to serve two tours overseas to one tour in the continental United States. BuPers Inst. 1306.23B of 15 Dec 1954 explains how to apply for this program. If you are in pay grade E4 or E5 and in the rating of RM, TE, ET, YN, or PN, you are encouraged to apply.

- **Special Weapons Activities**—The term special weapons refers to atomic weapons. Volunteers for this program will be accepted if their services are required and if they meet the very rigid qualifications. There are assignments available, both at sea and ashore. Excellent technical training is provided. A separate shore duty eligibility list is maintained, and the Bureau controls the sea/shore rotation within the program. At the present time, it appears that personnel in this program will experience about four years of sea duty for three years of shore duty. There is a continuing requirement in the program for personnel in pay grade E5 and below, who are interested in a career in this field and who desire to develop with the program.

- **Guided Missile Activities**—Personnel are assigned to duty in guided missile activities by the Bureau, Fleet

commanders, and naval district commandants. Three new ratings—guided missileman, aviation guided missileman, and aviation fire control technician—have been established, and conversions to these ratings are being accomplished in accordance with BuPers Inst. 1440.14, and BuPers Notice 1440 of 20 Aug 1954.

- **Nuclear Propulsion Program**—This program is developing rapidly. At the present time, requirements are met by using volunteers nominated by the Submarine Force commanders.

- **Humanitarian Assignments**—BuPers Inst. 1306.24A describes the procedures for service-wide transfer and assignment of enlisted personnel for humanitarian or hardship reasons. This is the Navy's way of caring for its own. The criteria for approval are: The existence of a severe hardship not normally encountered by members of the naval service, and the necessity for the serviceman's presence to lessen or to resolve the hardship. Inasmuch as personnel ordered to humanitarian shore duty are normally ordered in a temporary duty status, the hardship should be such that it can be expected to be resolved within a period of four months.

- **Special Aircraft Radar Control Program**—Additional AC, AT, and EN ratings are currently needed for this desirable type of duty. A majority of the billets in this program are shore duty. The duty involves the operation and maintenance of ground or shipboard radar for the control of aircraft for landings under reduced weather conditions. OpNav Inst. 3721.1A lists the location of these units. BuPers Inst. 1306.40 contains information concerning the Ground Control Approach School, which you must attend in order to obtain this duty.

- **Antartic Expedition**—Alnav 8, BuPers Notice 1306, requested volunteers for assignment to the Antarctic Expedition 1955-56. The response was overwhelming; personnel are now being selected for that duty. Programs of this nature provide once-in-a-lifetime opportunities for unusual experiences.

- **Sea/Shore Billet Ratios**—As indicated throughout

this discussion, the real determining factor with regard to your opportunity for shore duty and the length of your tours, is the relationship between the number of jobs for your rating at sea and the number of jobs for your rating ashore. *This relationship is expressed as the sea/shore billet ratio.* It is the number computed by dividing the total number of sea jobs in your rating by the total number of shore jobs. This number determines the number of years you stay on sea duty to obtain a year of shore duty.

These sea/shore billet ratios are not favorable in all cases, but they represent a very considerable improvement over the situation existing immediately after the Korean conflict. This improvement, which is going to



continue, is the direct result of the program initiated to improve the situation for you. More about this later.

Programs to Improve the Present Situation
The Search for Shore Billets

In June of 1953 the Chief of Naval Personnel adopted the concept of identifying and marking certain billets in the allowances of the shore establishment as "general administrative billets." These are billets not requiring particular rates, but rather the general skills of any petty officer. When such billets are identified, they are written for those ratings that are having difficulty obtaining shore duty, and marked with a "G" to signify that the job can be filled by any petty officer and therefore can be converted later to another rate if such rate becomes more critical for shore duty billets.

In December 1953, all management bureaus were requested to obtain detailed information as to the nature of all jobs performed by enlisted personnel in the shore establishment in order to speed up the identification of these general administrative billets.

The following facts may indicate the results of our program to date. Four of the critical ratings ("critical" in the sense that there are very few shore billets in relation to sea billets) have had their ratios of sea duty to shore duty reduced by the amounts indicated during the last 20 months.

Ratios of Sea Duty		
Rating	From	To
RD	13.09	5.15
SO	6.62	4.55
SH	5.74	4.60
BT	6.81	4.85

(Explanation: In the RD rating, for example, there were more than 13 sea billets for each shore billet. This has now been reduced to around five.)

The significant feature is that the over-all reduction in each rating was achieved by a very large reduction in the ratios for CPO and first class POs. As an example, in the case of the ratings listed above, the upper two pay grades have been reduced to the following sea/shore ratios:

Rating	Ratio
RDC	1.13
RD1	2.96
SOC	0.76
SO1	3.00
SHC	1.48
SH1	3.00
BTC	1.83
BT1	2.98

To date, in this program a total of 9000 general administrative billets have been written for those in the ratings having difficulty obtaining shore duty. This represents 6.4 per cent of the jobs in the shore establishment. In addition, nearly 1100 instructor billets in

recruit training centers have been converted into billets for those in the critical ratings—another one per cent of the shore establishment.

To maintain a close check on the shore duty situation, the Bureau has set up quarterly reports with its electric accounting machine installation, which give the current sea/shore billet ratios for each rate and the total number of general administrative and instructor billets that have been marked in allowances. The Bureau analyzes these reports quarterly, seeking to equalize between ratings, and always seeking to identify more jobs for the critical ratings.

In the last few months, the Bureau has also begun to identify general administrative jobs for every rate in every naval district so there will no longer be certain areas in the country in which shore duty is denied certain rates.

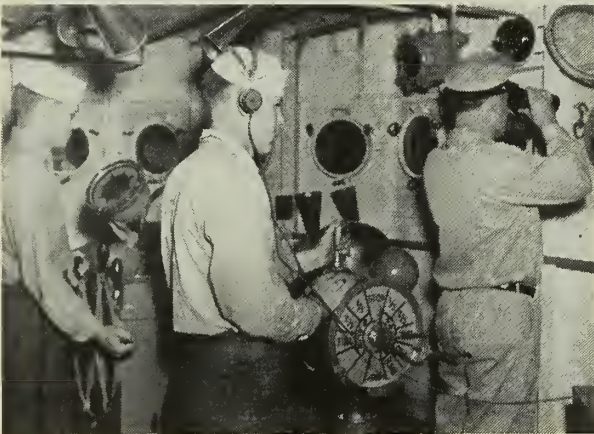
As a result of this close checking, the Bureau has been able so to control the reduction in the military strength allocated to the shore establishment that *your opportunity for shore duty in the critical ratings has improved rather than lessened as the shore establishment has been reduced.* The conversion of military billets into civilian billets has also been kept under control. This conversion is required by the policies of Congress and the Secretary of Defense, but neither has posed objection to holding the line on those billets assigned to rates which need more shore duty.

Analysis of Your Individual Opportunity for Shore Duty

In order to determine just what effect the improved sea/shore billet ratio was having upon you as individuals, the Chief of Naval Personnel recently set up a requirement for a detailed set of statistics on the requests for shore duty in the SDEL in the Bureau.

This report will permit the Bureau to determine for each rate exactly how much continuous sea service you have on the average before getting your shore duty. Although complete results are not available, preliminary statistics concerning two of the most critical ratings (MM and BT) indicate that the man who submits as soon as eligible for "anywhere U. S." is now having to be at sea six years on the average, to obtain a two-year tour of shore duty.

There are, of course, exceptions to this figure for two reasons. Some Navymen, through choice, have elected to wait until they had 12 or more years of continuous sea service before requesting shore duty. Some have stated a desire for shore duty only in a particular locality where there are very few billets for their rating and have therefore experienced a long delay. But in general, it is fair to say that the machinist's mate or boilerman who requests shore duty "anywhere U. S." as soon as eligible, and has six years' sea service (as compared



to a much longer period a few years ago) will have an opportunity in the near future to obtain a two-year tour of shore duty.

"I have confidence in making the prediction," VADM Holloway commented at this point, "that these periods of sea service will continue to be reduced."

"This is true because the extra billets we have written have only now begun to generate additional men to fill them. In this regard I should explain that we procure sufficient men for each rate to fill all our billets and to provide an extra percentage to fill the 'pipe line.'

"Therefore, since 9000 additional billets were written for the critical rates, 9000 additional men for these rates need to be trained and rated. It is taking many months to obtain the additional men in those critical rates and will require approximately two years to bring down the backlog of high continuous sea service. This is a progressively improving situation. Now the old hands can look forward to obtaining their shore duty tour earlier than before."

Analysis of Fleet Distribution Procedures

Under the present system for assigning enlisted personnel to duty stations, responsibility has been delegated so that there are many personnel officers throughout the Navy who have authority to move men from one duty station to another. With this decentralized organization, opportunity frequently exists for enlisted men to talk about their duty assignments with personnel distributors. This personal attention is not possible in all cases however, and it is considered that more individual attention for every Navyman is required.

To improve this situation even further, the Chief of Naval Personnel has recently held a major conference of Bureau and Fleet representatives. That conference developed a personal distribution system which is being recommended to the Fleet commanders and CNO for implementation. Briefly, it will contain the following features:

- Establishment of the personnel function under an Assistant Chief of Staff for Personnel (a Rear Admiral) on the Fleet commanders' staff. This is concrete recognition of the increasing importance of personnel administration in our service.

- Establishment of a Fleet personnel office in each Fleet. This office will coordinate and control the transfers of all personnel within the Fleet. There will be a rating desk section assigned primary responsibility for monitoring your career. For example, all machinist's mates of the Fleet would be under the control of the machinist's mate rating desk. This desk would be manned by a chief machinist's mate under the supervision of a commissioned officer.

- Inclusion of a transportation coordination section in the Fleet personnel offices to insure that transportation is available for execution of issued orders, thereby cutting down time spent in receiving stations and other transient stations.

- Revision of the present personnel accounting card to make better assignment possible. This card will contain full data on your qualifications, record, preferences for duty, past duty stations, and tour date information.

- There will be a provision for making the above information available to the rating desk where assignments are made, thereby giving more individual attention to every man.

Objectives of the Chief of Naval Personnel

"I have three major objectives in this program," VADM Holloway summed up. "I am deeply interested that each one be achieved."

"First, it is my hope that we may be able, during the coming year, to improve even further the distribution procedures so that more individual attention to every man's personal career may be possible. This should result not only in more careful consideration for shore duty, but should also permit a rotation from less desirable to more favorable tours of sea and overseas duty."

The second objective in the program, explained VADM Holloway, is to designate enough general administrative billets to provide maximum sea/shore billet ratios as follows:

Sea/Shore Billet Ratios

	Interim Target (Maximum)	Ultimate Target (Maximum)
CPO	2	CPO 2
PO1	4	PO1 3
PO2	5	PO2 4
PO3	6	PO3 5

Taking the long view, this means that normal tours of shore duty during a 30-year career will, in general, meet a schedule something like this: (NOTE, however, that a man will adjust the later phrases in accord with

his own preferences. Before retiring, for example, some men prefer to "stay at sea and save up"—others prefer to serve ashore near an area where they will settle down.)

First five years	Sea and/or Overseas duty
6th and 7th years	Shore duty
8th, 9th and 10th years	Sea and/or Overseas duty
11th and 12th years	Shore duty
13th, 14th and 15th years	Sea and/or Overseas duty
16th and 17th years	Shore duty
18th, 19th and 20th years	Sea and/or Overseas duty
21st and 22nd years	Shore duty

Two years at sea and two years ashore in succession thereafter.

"My third objective," concluded VADM Holloway, "is to keep every man in the U. S. Navy fully informed of the progress of the program outlined here. I am happy to give ALL HANDS an assist in getting out the word."



TODAY'S NAVY



USS GRAND CANYON (AD 28) is basketball champ of Norfolk-based DDs. RADM L. H. Frost gives trophy to team capt. Matuzak. USS Dyess was second.

Long Range Voice

The Navy's newest inter-continental voice, now on the air from the rebuilt U. S. Naval Communication Station at Norfolk, Va., is capable of spanning the whole western hemisphere.

The new station, which required more than three years for its construction, was built to provide major communication support for the U. S. Atlantic Fleet and to relieve the traffic load at Washington, D. C.

Components of the new station are scattered through several counties around Norfolk. The station's transmitters are at Driver, Va., 15 miles west of Norfolk, and the receiving unit is near Northwest, Va., about 27

miles south of Norfolk in a remote area where little electronic interference is encountered. The "voice's" nerve center is located on the Norfolk Naval Base, adjacent to the Fifth Naval District Headquarters.

Driver has more than 50 radio transmitters with the largest one rated at 50,000 watts. There is one 800-foot tower and three 400-foot towers.

In addition to its new inter-continental voice, capable of communicating with ships of the Atlantic Fleet wherever they may be and with commands of the North Atlantic Treaty Organization, the Norfolk station will continue to function as a major teletypewriter tape relay station, serving all shore-based activities in the area.

Flying a Submarine

Submariners of the future will be able to go to sea thoroughly versed in the intricacies of steering a ship in a three dimensional element, thanks to a new training device conceived by the Office of Naval Research.

The new trainer is designed to teach submarine planesmen how to operate the single stick control recently introduced into submarine construction. This control gives underwater navigation many of the characteristics of flying an aircraft.

The trainer is planned as an addition to a submarine simulator training unit already under construction. The training area of the original simulator is a facsimile of the control room of a submarine, movable on a cradle arrangement to give the occupants an illusion of underway submarine motion. The stick control trainer will be mounted on a separate platform and cradle. Through mechanisms activated by an electronic computer, the trainers will "respond" to their controls.

The training equipment has been ordered by the Special Devices Center of the Office of Naval Research for the Navy's Submarine School at New London, Conn.

For Shipboard Letter Writers

While stationed in *uss Randolph* (CVA 15) two men in Attack Squadron Forty Two decided to do a little interior decorating—and the results turned out to be most gratifying.

After scrounging around for a few feet of scrap pipe and some aluminum sheeting, Leroy S. Harmon, AM1, usn, and Frank L. Brooks, BM2, usn, pooled their ingenuity and came up with two functional writing desks—just the thing for letter writing.

To make the desks they simply placed the pipe frames in ordinary bunk fittings, used hose clamps to stop them from lateral movement and covered the frame with aluminum sheeting. The desks, which are not permanent structures, are supported by single leg braces which are bolted on and can easily be removed.

YESTERDAY'S NAVY



On 31 Jul 1944 *uss Parche* (SS 384) penetrated the screen of a heavily escorted Japanese convoy, launched a perilous surface attack by delivering a crippling stern shot into a freighter and quickly following up with a series of bow and stern torpedoes, sinking the leading tanker and damaging the second one. Exposed by the light of bursting flares, *Parche* struck again, this time sinking a transport. Then after sending three smashing bow shots into another transport that was closing in to ram her, *Parche* escaped, ending 46 minutes of violent action.

News on Navy Ships

Oldline Navymen know and love their ships—the “tub” they called “home” while serving on the China Station, perhaps, or the tincan in which they cruised the Med. And like baseball or boxing fans they can quote facts and figures—and records—of the ships they have served in.

To give these salts a hand with their sea stories here is a roundup of ship commissionings, decommissionings, conversions — almost any changes in ship status which might come in handy when you're shooting the breeze about old times.

- **USS Bennington** (CVA 20) has reported “ready for duty” after ten months of modernization in New York Naval Shipyard. “Big Benn” now sports an angled flight deck, steam catapults, closed hurricane bow and a starboard deck-edge elevator with tractor ramp.

- **USS Hammerberg** (DE 1015), third of the *Dealey*-class escort vessels, has received her commission pennant at Boston Naval Shipyard. *Hammerberg* is a sleek little tincan built on a simplified design—to permit quick, economical building of similar vessels in an emergency. At 314 feet and with a 36-foot beam, DE 1015 is only slightly larger than World War II DEs, but she is designed to be far more effective as an ocean escort and anti-submarine vessel.

The new escort vessel's name honors Medal of Honor winner Owen F. P. Hammerberg, BM2, usn, a qualified diver. He gave his life to rescue two trapped comrades at Pearl Harbor in 1945, while they were attempting to salvage an LST sunk in 40 feet of water and 20 feet of mud.

- **USS Pillsbury** (DER 133), the ship that brought back the only captured U-boat of World War II, has been recommissioned at Philadelphia. The *Edsall*-class DE has been



TRIPLE HEADER—*USS Toledo* (CA 133), *USS Helena* (CA 75), and *USS Pittsburgh* (CA 72) of Cruiser Division Three conduct three-way transfer of personnel.

fitted with radar equipment to spot aircraft, submarines or surface vessels far out at sea. She also received the latest in habitability features, including air conditioning throughout. Back on the job, PUC-winning *Pillsbury* will become a part of the nation's vast hemispheric defense force.

- **USS John Paul Jones** (DD 932), the second of ten *Forrest Sherman*-class destroyers, has been launched up in Bath, Maine. When completed, the 418-foot vessel will mount the Navy's latest developments in electronics, gunnery, navigational, engineering and anti-submarine equipment, as well as the newest comfort features for her 350-man crew. The class is larger than previous destroyer types, but use of aluminum alloys in the superstructure gives maximum stability while maintaining minimum displacement.

- **USS Skywatcher** (YAGR 3) has been commissioned at Portsmouth, Va. She is the third of four ocean radar station ships to be converted from mothballed Liberty ships. *Skywatcher* and her sisters will be used in the Continental Air Defense sys-

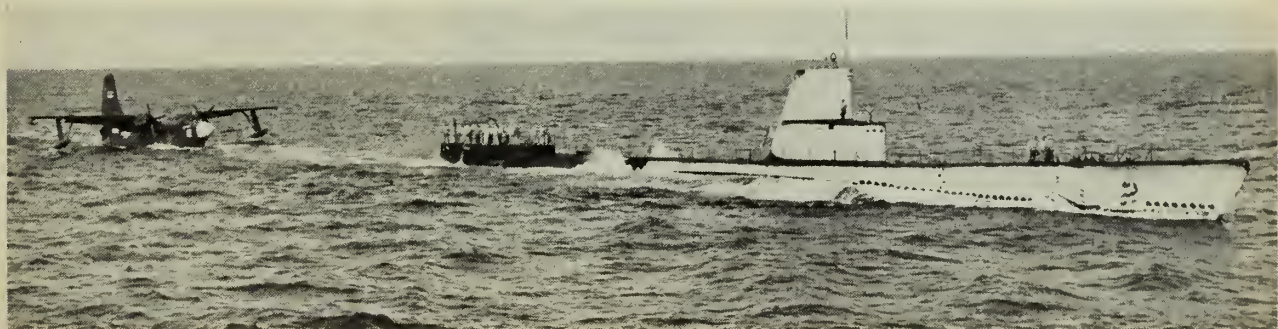
tem, which extends to seaward, providing a deepwater link in the chain of early warning stations being forged across the northern approaches to the U. S. Other links in this chain of defense include DERs such as *USS Pillsbury*; the “Texas Towers” (ALL HANDS, November 1954), being built by BuDocks; and the high flying radar patrol bombers of the Navy and Air Force.

One new “super service station” has been launched and a second one (of the same class) commissioned, while a third oiler has ended an illustrious 15-year tour of active duty. The new ones are:

- **USS Truckee** (AO 147), fourth ship of the five *Neosho*-class oilers to be launched. Boasting double the transfer rate and a capacity nearly 90 per cent greater than standard oilers, *Truckee* is a 655-footer, with a beam of 86 feet and a full-load displacement of 40,000 tons. Her Indian name, incidentally means “all right” or “very well.”

- **USS Hassayampa** (AO 145), one of *Truckee*'s sisters and second ship of the class, has been commis-

UNDERWATER GAS STATION—Sub-oiler *USS Guavina* (AGSS 362) rises to refuel P5M patrol seaplane at sea.



sioned at Philadelphia. Her name comes from the Yuma Indian word "hassamp," meaning "water that is hidden" or "water that is in a dry bed." Hassayampa is the name of an intermittent river in West Central Arizona. AOs 145 and 147, like most Navy oilers, bear the Indian names of rivers.

• **USS Kaskaskia** (AO 27), whose commissioning pennant was hauled

down at San Diego after 15 years with the Fleet. In three trips to the Far East between 1950 and 1953, *Kaskaskia* fueled 990 ships, delivered 1,168,500 barrels of fuel, 18,000 bags of mail, 4500 pieces of freight and transferred 2600 passengers. During World War II she won fame as a part of Admiral Nimitz' "secret weapon." Incidentally, *Kaskaskia's* pennant was hauled down by D. W.

Eagleson, QMC, USN, the same Eagleson who had a hand in running that pennant up when the Navy first commissioned the ship back in October 1940. Now stationed with the Fleet Training Group in San Diego, he is one of the few *Kaskaskia* plank-owners still on active duty in the Navy.

• In the field of minecraft, names have been announced for six auxiliary minelayers — MMAs 11 through 16. They are *uss Camanche* (MMA 11), *Canonicus* (MMA 12), *Mintonomah* (MMA 13), *Monadnock* (MMA 14), *Nausett* (MMA 15) and *Puritan* (MMA 16). These six vessels were originally Army property, but the Navy dropped their Army names in favor of hull numbers. However, the first 10 craft of the type (ACMs, stricken from the Navy's list since World War II) did have names. The current "tags" were taken from early Navy monitors.

Finally, two new mine sweepers have been commissioned. They are:

• **USS Kingbird** (MSC 194), the eighth of 10 *Falcon*-class sweeps. Commissioned at Quincy, Mass., the new 144-foot, wooden-hulled vessel will operate out of Charleston, S. C., as part of the Atlantic Mine Force following her fitting out and readiness for sea periods. Other members of the class are *uss Falcon* (MSC 190), *Frigate Bird* (MSC 191), *Hummingbird* (MSC 192), *Jacana* (MSC 193), *Limpkin* (MSC 195), *Meadowlark* (MSC 196), *Parrot* (MSC 197), *Peacock* (MSC 198) and *Phoebe* (MSC 199). All except *Meadowlark* and *Parrot* have been completed.

• **USS Enhance** (MSO 437), another non-magnetic minesweeper, formerly designated AM 437, has been commissioned in the Eleventh Naval District. She is a 750-ton vessel and carries a crew of five officers and 60 enlisted men. Incidentally, former AMs are now designated MSO (for ocean mine sweeper, non-magnetic), or MSF (for Fleet mine sweeper).

Hobby with a 'Can Do' Look

More than 100 pieces of equipment—all Lilliputian in size—make up the construction fleet of Gene Trumble, CDCP, USN, of U. S. Mobile Construction Battalion 10, Guam, M. I.

Trumble, whose hobby is designing and building models of construction equipment, makes his models to

MAC Draws King-Size Check

A chief machine accountant in New York recently "sold his autobiography" for nearly \$2400—all he did was put it on the spot marked "X" on reenlistment articles. The chief with the new bundle of liberty lettuce is Frederick A. Woolrich, Jr., MAC, USN, who shipped for six after completing 14 years' service. Under the current bonus law, his sign-up counted as a first reenlistment for bonus purposes, enabling him to draw a cool \$1380.37. Added to that was \$200 mustering out pay, \$187.14 mileage allowance for the distance between Seattle (place of his last enlistment) and New York, and a cash settlement of \$621.50 for 60 days' unused leave.

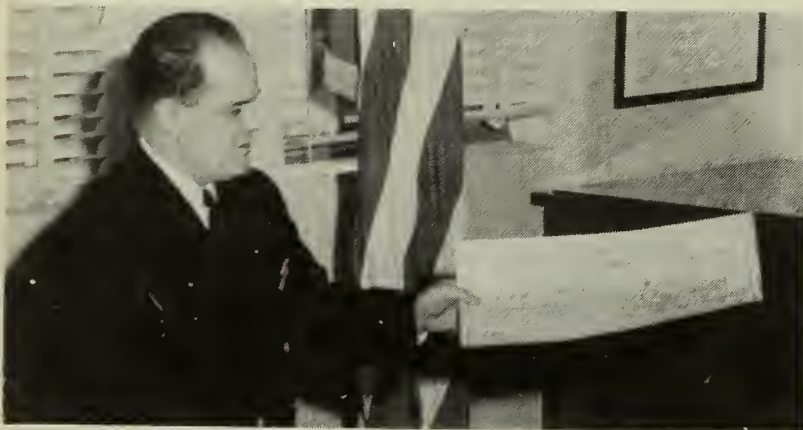
At the same time, under provisions of BuPers Inst. 1306.25A, Chief Woolrich requested a change of duty, listing ComEleven as his first choice. Within two weeks he received orders to NAS San Diego for duty in a Bureau-controlled MA billet—his choice for choice duty. Previously the chief had been stationed at the Material Catalog Office, Naval Supply Activities, Brooklyn.

Chief Woolrich signed up for his

first six-year hitch back in September 1940—and as a seaman apprentice drew the then current monthly pay of \$21 (his reenlistment bonus and allowances would have paid that salary for almost nine and one-half years).

During his first three Navy years, Woolrich performed all the salty duties seamen become accustomed to, including mess cooking. However, he was advanced to yeoman third class in August 1943, and by December 1945 had risen to the rate of first class "yo-yo." Three years later, while serving at the Personnel Accounting Machine Installation in Seattle, Woolrich changed his rating to machine accountant. He was advanced to the CPO rate in December 1950.

In addition to four awards of the Good Conduct Medal (with the attendant gold hash marks and rating badge), Chief Woolrich is entitled to wear the American Area Campaign Ribbon, American Defense Ribbon with Fleet Clasp, Asiatic-Pacific Theater Ribbon with one battle star, the World War II Victory Medal and the National Defense Service Medal.



A LARGE CHECK INDEED, was the one presented to Frederick A. Woolrich, Jr., MAC, USN, when he signed up for six more years. It totaled \$2400.

scale 1/87th of actual size. His collection, built up over a period of seven years, includes miniatures of caterpillars, a railroad crane, two 180-foot cranes, several shovels, earthmovers, trucks and compressors. He also has a scale-model 200-foot crane which he designed for special building jobs.

All of his machines are hand-carved from balsa wood and glued together. He can design and build a caterpillar in eight hours while a crane with all its complicated boom construction takes more than two weeks to make.

One of Trumble's recent projects was completed at Port Hueneme, Calif., his last duty station before going to Guam. It was a scale model of a crane to be used by instructors at the Battalion Center Driver School there. The model enables students to study workings of the crane in miniature before they are taught operation of the full-size machine. Trumble's ability to make these models is enhanced by his knowledge of construction equipment and the fact that he is a recent graduate of the Driver School at Port Hueneme.

Carrier Jet Trainer

An advanced two-place jet trainer, the T2V-1, has been ordered by the Navy for eventual delivery to fleet units. Called the first production-line plane in the U. S. to include "boundary layer control" as standard equipment, the T2V-1 can operate from CVL and larger type carriers or from shore bases.

The boundary layer control system, which makes possible the reduced landing speed and shorter takeoff runs vital in carrier operations, consists of diverting compressed air from the engine to slotted tubes inside the wing's trailing edge. The compressed air is blown at high speed out over the wing flaps, causing the boundary layer (the normal flow of air over the wing) to hug the wing surface. This increases lift, while delaying the approach to the plane's stalling point. As a result, the new trainer can land at only 85 knots—slower than any other jet—yet its top speed is in excess of 500 knots.

Physically, the T2V-1 resembles the veteran *Shooting Star* type trainer, a high-tailed arrow with straight wings and tip tanks. The trainer is 38 feet long and 13 feet high, with a wingspan of 42 feet (including the



EAST COAST VIEW of West Coast carrier was enjoyed by over a million people during exhibit of model of USS *Shangri La* in N. Y. railroad station.

Shangri La Makes East and West Coast Ports Same Day

uss *Shangri La* (CVA 38), complete with angled deck and modern snub-nosed hurricane-bow, recently showed sightseers on both coasts the Navy's "new look" for seagoing airfields. The feat was accomplished by displaying a BuShips model on the East Coast while the mighty carrier herself was making personal appearances in the San Francisco Bay area and in her home port, San Diego.

An estimated million persons viewed BuShips' perfect-scale model of the carrier during a 12-day exhibition in New York's Grand Central Station. The model measures 18 feet six inches by five feet and stands in a case eight feet high.

Shangri La, first commissioned at Portsmouth Navy Yard in 1944, was recommissioned last January at Seattle after a program of modernization which included (in addition to the angled deck and hurricane bow) the following improvements:

- Relocation of Primary Flight Control from the second to the fifth deck above the flight deck. The 12 huge tinted-glass windows of "Pri-Fly" now jut out on the after end of the "island," instead of being located amidships.

- An aluminum deck-edge elevator, lighter in weight but having greater strength and lifting capacity than previous types.

- Increased medical and hospital spaces.

- Improved facilities for fuel and provision replenishment at sea.

- Steam catapults.

Shangri La in miniature also has the Navy's new rubber life boats and modern guns. Poised on her flight deck are models of the latest types of jet aircraft. In addition to her "cruise" in Grand Central Station, the carrier model has been shown in Seattle, New Orleans, St. Louis, Chicago, Kansas City, Dayton and Washington, D. C.

non-jettisonable tip tanks). Its range is about 900 miles.

Other features of the seagoing schoolplane include:

- Provisions for two types of jet engines, the J33-A-22 (with 6100 pounds of thrust), or the J48-P-8A (with 7250 pounds of thrust).

- Slats on the wing leading edge which move forward and down automatically over a 17-degree arc, providing maximum wing performance as the plane's speed and angle of attack change.

- New cockpit arrangement, with a rear seat six inches higher than the front seat to give improved instruc-

tor-student contact and observation.

- Two-in-one control panel instruments, with switches which enable the pilot to read various navigational devices from a single gauge.

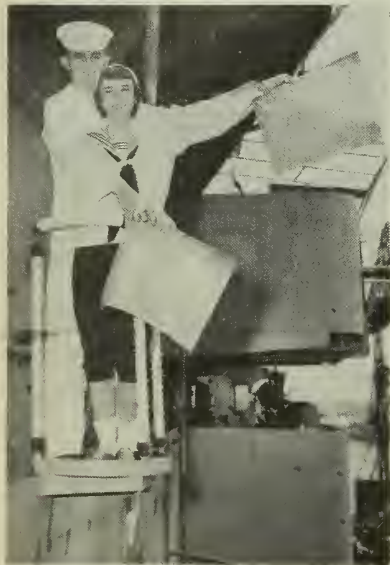
- An "inside windscreen" which pops up automatically to protect the after cockpit from wind blast in case the canopy is jettisoned.

Penguin's Bell Dives Deep

A new record depth for a diving bell from a submarine rescue vessel was set when uss *Penguin* (ASR 12) sent its rescue bell 350 feet below the surface. This bettered by 25 feet the old mark by uss *Skylark* (ASR 20).

Junior Navy Fans Get Close-up View of the Fleet

Children the world over get a large charge out of seeing ships of the United States Navy, especially when they are invited on board for a close inspection of these vessels.



VIRGINIA high school girl learns Navy semaphore during her class tour of *USS Ticonderoga* (CVA 14).

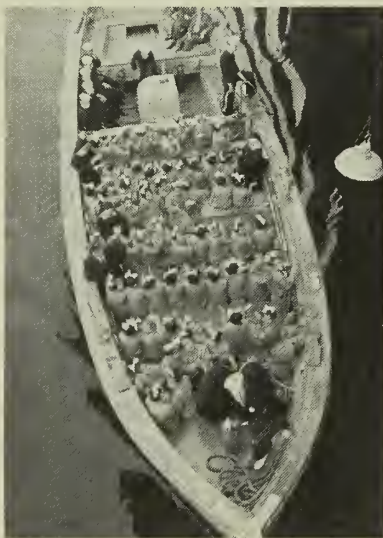
In many ports in the U. S. and overseas, Navy ships are rolling out the welcome mat as they drop anchor. The word is passed to nearby schools and children of all ages make for the Fleet landing with their special invitations "in hand."

In addition to the thrill of walking the decks of a real fighting ship and sighting through the big guns they are often treated to refreshments and in foreign ports they usually stay to see a movie if movies are not plentiful in the locality.



ON THE WEST COAST California school kids were treated to tasty snack by crewmembers of *USS Warrick* (AKA 89) during their visit to the ship.

Typical of the ships that have invited the small fry on board is *uss Warrick* (AKA 89), which played host to the second graders of Valle-cito school in Lafayette, Calif., while the ship was at the Oakland Naval Supply Center. *uss Coral Sea* (CVA 43) dropped anchor at Palermo, Sicily, and gave a large group of school girls a whaleboat ride to and from the carrier. *uss Ticonderoga* (CVA 14) showed off her new overhaul to more than 400 children of the Norfolk, Va., area.



LITTLE GIRLS from Sicily give a big hand for the men of *USS Coral Sea* as they pull alongside for a visit.

These three ships are representative of the many Navy vessels, large and small, that conduct tours of their ships, adding to their visitors' nautical knowledge and increasing good will toward the U.S. Fleet.

Amphib Ships Get Big Welcome

Seven ships of the Pacific Fleet's Amphibious Force met a royal reception in San Diego following an extended tour of Far East duty. The special reception—complete with 11 bands and cheering crowds—was arranged for the ships' crews and 5500 men of the First Marine Division who were passengers aboard the attack transports *uss George Clymer* (APA 27), *Talladega* (APA 208), *Renville* (APA 227) and *Pickaway* (APA 222). Accompanying the transports were *uss Winston* (AKA 94), *Bald-duck* (APD 132) and *Begor* (APD 127).

George Clymer, flagship of Phib-Ron Three, led the group into port after an 18-day cruise from Inchon, Korea. *uss Whetstone* (LSD 27), originally scheduled to arrive after the other ships, moored the previous afternoon.

During their Far Eastern tour *Whetstone*, *Begor* and *Balduck* made a name for themselves in Operation "Passage to Freedom," the historic Indo-Chinese evacuation.

55,000th Landing for GCA 17

When test pilot LCDR Ted Crosby, USN, zoomed out of the western sky over NAS Jacksonville, Fla., to land his jet under the guidance of Ground Control Approach Unit 17, it was a routine landing for him but for GCA 17 it was a special occasion—GCA 17 had brought in its 55,000th landing.

To celebrate the important event, GCA 17 pulled out all stops with a cake-cutting ceremony and full trimmings. The cake commemorating the 55,000th landing was prepared by the NAS galley and although the recipe was not released it is assumed to have been angel food.

Flight Safety Award

Patrol Squadron 46 won the fourth quarter Flight Safety Award for patrol squadrons presented by the Commander Air Force, U. S. Pacific Fleet. During the period of competition, the squadron had an accident-free record during 1 Oct 54 through 31 Dec 55.

Commander W. J. Leary, USN, who was in command of VP-46 at the time of the award achievement, accepted the award from the Commander Fleet Air Wing Fourteen. During competition for the award, VP-46 completed its assigned mission in Far Eastern waters as part of FAW-14.

FASRon 107 Has Trophies on Ice

Fleet Aircraft Service Squadron 107, based at Keflavik, Iceland, has walked away with almost every sports trophy put up for competition in the area. Although outnumbered 20 to one by Army and Air Force units in the joint command, the sailors have dominated just about every sporting event they've entered.

It all began in the spring of 1954 when the squadron basketball team won the Keflavik Airport Sportsman-ship Trophy. Then the volleyball team went the hoopsters one better as the ball slammers brought home two trophies. One was for winning the league championship and the other was for taking the base championship.

Then came the Iceland summer and the softball season. FASRon 107 softballers won both the league and base championships. In individual competition, Ensign R. L. Burkley, USN, won the championship in the first flight of the base golf tournament held in Reykjavik. Not to be outdone, LCDR J. B. Quigley, USN, finished runner-up in the Keflavik Badminton Tournament.

To honor the sports champions of Iceland, FASRon 107 was feted at a special victory dinner and dance at the base club. Air Force General Hutchison presented the squadron with the Commander Iceland Defense Force "Commander's Trophy," the award given to the outfit scoring the most points in various athletic competitions. This is similar to Navy's "Athletic Excellence" trophy.

But FASRon 107 is not an outfit to rest on its past laurels. This year's basketball team finished runner-up in the league, qualifying them to compete in the Keflavik Base championship. The squadron volleyball team completed the 1955 year undefeated.

Servicemen's Free Throw Champ

Jim Castano, AD1, USN, of Fleet Air Service Squadron 51 of NAAS Sanford, Fla., won the National Armed Forces YMCA free throw championship for the second consecutive year. "Big Jim" tossed in 97 out of 100 attempts from the charity line to win the title over Joe Fenas of Anchorage, Alaska, and Lloyd Wood, of Norfolk, who tied for second with 96 each.

Castano was competing as a member of the Norfolk YMCA team, which won the team title. The seven-



NAVY HURDLEMAN Jack Davis, ENS, USN, tops one during a practice race. Davis will try out as a member of the U. S. Olympics Team next year.

man Norfolk team scored an astounding 94 per cent with 658 baskets in 700 attempts.

Twice named to the center position on All-Navy basketball teams while playing with Naval Air Station Norfolk and the Hawaiian Area team, Castano was this year's player-coach for the NAAS Sanford "SeaFads." The Sanford outfit won the 1955 ComFairJax tourney and advanced to the finals of the ComAirLant tourney.

Last year, Castano won the national free throw title by setting a new record of 98 baskets in 100 at-

tempts. The National Armed Forces YMCA has sponsored similar free throw contests for the past 33 years. You don't necessarily have to be a basketball player to enter this tournament.

Athletic Excellence Competition

The destroyer *uss Brown* (DD 546) and the heavy cruiser *uss Toledo* (CA 133) won the 1954 ComCruDesPac Athletic Excellence Competition. *Brown* totaled 870 points to win the trophy in Group One while *uss Toledo* had 784 points to win in Group Two.

Group One is composed of destroyers and escort vessels and Group Two is made up of battleships, cruisers and destroyer tenders. The point compilations are based on inter ship and intra ship athletics throughout the Force.

Brown won the Group One trophy by a margin of 60 points over second place *uss Bradford* (DD 545). Both ships, incidentally, were in the same destroyer division, making competition mighty tough. The lowest ship in this division compiled 608 points to place 10th among the ships of the entire Force.

Cruisers took all honors in Group Two. Following *Toledo* were second place *uss Saint Paul* (CA 73) with 695 points and third place *uss Los Angeles* (CA 135) with 663 points. High among the tender contenders was *uss Prairie* (AD 15).



FREE THROW CHAMP, Jim Castano, AD1, USN, tossed 97 out of 100 through hoop to win title second time.



DESLANT COACH, Al Gibbs, is almost hidden by only a part of the sports trophies his men have won this year.

DesLant Sports Kings

One of the most successful sports years in the history of the Atlantic Fleet Destroyer Force was climaxed when three of the DesLant hard slugging boxers won Inter-Service titles. The 1954-55 season marked a year in which more than 100 DesLant athletes finished in the top three in eight of ten sports.

Since the summer of '54, the Destroyer Force teams have won the Atlantic Fleet competitions in boxing, basketball, bowling and swimming. Runner-up honors were won in touch football and baseball. In four of the lesser sports, the destroyer sailors placed third in both volleyball and golf. The only two sports in which the tincan athletes failed to place were softball and tennis.

In addition, the pistol and rifle team placed second and a Destroyer Force golfer took high medalist honors in the 1954 meet. Stan Kernan, a lanky fire control technician from *uss Warrington* (DD 843) repeated his previous year's performance by being named the most valuable player in the 1955 Atlantic Fleet basketball tournament.

The Destroyer Force teams are selected from the crews of more than 200 ships based from Newport, R. I., to key West, Fla.

Trainer for the DesLant teams for the past couple years has been Al Gibbs, FPC, USN, a rugged little veteran of a decade in Navy Sports. In addition to his job as trainer and coach, Gibbs handles the billeting of enlisted men in *uss Sierra* (AD 18).

For Sharpshooters

The All-Navy Rifle and Pistol Championships will be held this year at Dam Neck, Va., on 1 through 6 August. Competitors in this year's matches will be the winning teams and the high six individuals not on those teams (in both rifle and pistol) from the All-Navy Eastern and Western eliminations.

After the All-Navy championships, the best rifle and pistol shooters will be selected to enter the National Rifle and Pistol Championships at Camp Perry, Ohio, as the team representing the U. S. Navy. This team, it should be noted, will be in addition to the teams that will be entered by the various ships and stations throughout the Navy.

Rifle teams competing in the All-Navy will consist of six firing members. On the pistol teams, there will be four firing members and two alternates. Each team should have a team captain and coach. It is essential that the team captain be a commissioned officer. Either or both the team captain and coach may be among the firing members.

Individual rifle championships will be based on the total of two times over the National Match Course firing .30 caliber M-1 rifle with service ammunition. The team championships, which will be separate matches, will be based on the total team score of the firing members once over the National Match Course. Scores made in an individual match will not be used in scoring the team total.

Individual pistol championships will also be based on the total of two times over the National Match Course firing the .45 caliber automatic pistol with service ammunition at Standard American Targets. The team championships will be based on the total scores of four firing members once over the National Match Course. Like the rifle matches, the pistol team match is a separate event and scores made in individual shooting will not count.

The All-Navy Rifle and Pistol championships will be conducted according to article 13-126 of the *Landing Party Manual 1950*. Governing firing and range procedures will be the current National Rifle Association rules. Copies of these rules may be obtained gratis from the National Rifle Association, 1600 Rhode Island Ave., Washington, D. C.

The path of eliminations in the rifle and pistol matches will be identical

to other sports on the All-Navy level, with Eastern and Western Navy champions meeting for All-Navy honors.

Individual and team awards will be made according to articles 13-129 and 13-130 of the *Landing Party Manual*.

You can get all the official information on the All-Navy Rifle and Pistol Championships if you check BuPers Inst 1710.1B, Change 1. This introduction also gives other pertinent information and a description of both rifle and pistol National Match Courses.

Top Navy Skeet Shooter

A Chief Petty Officer down at NAS Jacksonville, Fla., hopes to be one of four Americans on the firing line when skeet competition gets underway in the 1956 Olympic Games.

The Navy shotgun expert is Ken L. Pendergras, AEC, USN, of the Naval Air Reserve Training Unit at Jacksonville. A comparative newcomer to the scattergun sport, Pendergras is basing his bid for an Olympic berth on his standings in two major shooting matches.

Chief Pendergras won the 1955 Pan American skeetshooting championship in Mexico City and was runner up in the World Championship matches held at Caracas, Venezuela, last October.

In a little over four years that he's been skeet shooting, Pendergras has enjoyed superb success. And he figures to improve in this, his fifth year of competitive shooting.

He began this year's firing in sensational fashion by smashing 198 targets in 200 shots to defeat shooters from seven countries competing in the Pan-Am Games.

Pendergras defeated the top gun men from the U.S., Cuba, Chile, Argentina, Venezuela, Puerto Rico and Guatemala.

After scoring a perfect 50 in the preliminaries, he broke 74 clays the first day, 100 straight the second day and closed with 24 to walk away with top honors.

Igor Pezas, Greenwich, Conn., trailed the only Navyman in the shoot by one target.

Pendergras had to overcome a big handicap to take runner-up laurels in Caracas last year.

A few days before his first firing in international competition, he learned that he'd have to assume a "low gun" position before calling target.

International rules call for a shooter to have the stock of the gun four inches under the armpit. Pendergras, accustomed to the American system of having the gun in position to fire before barking "pull," had to make a quick changeover.

This rule made it tough for the chief, since a switch in style on such short notice can play havoc with anyone's timing. Pendergras overcame this obstacle to finish as second best in the world.

"I plan on using the 'low gun' position from now on," he stated. "I want to be ready when the Olympic tryouts are held."

Pendergras got his chance to take part in the World Championships when the Jacksonville Naval Air Station five-man team captured the team title in the 1954 National Skeet Championships in Detroit. Other members of the Jax team were Bill Arthur, Titus Harris, Joy Hayman and Gunner Smith.

Pendergras and Harris joined forces to win the 1954 two-man team title also. In fact, these two shot-gunners have dominated two-man team firing in every match they've entered.

In the individual standings at the Detroit shoot, Pendergras was second, one target behind Glenn Van Buren, veteran Air Force skeet instructor. His score was 247x250.

In other matches in 1954, Pendergras won the Florida state high overall title, was a member of the winning five-man team that posted a record 495x500.

He also won the Class AA all-gauge event and was runner-up in the 410 and 20 gauge events.

In the Georgia state matches, the NAS Jax five-man team won the title, Pendergras and Harris took the two-man team crown and Pendergras was second in the all-gauge and high overall events.

Chief Pendergras, a veteran of 14 years' naval service, posted an imposing 98.8 average in last year's firing but just failed being named on the All-America skeet team because of military duties.

To qualify for possible selection to this team, a gunner must fire at least 1000 registered targets and CPO Pendergras was able to blaze away at only 850, putting him 150 shy of the required number. The chief figures, that making the Olympic team would be a balm to his wounds.

SIDELINE STRATEGY

WHEN THE NAVY FIGHTS come up, many former All-Navy and near All-Navy champions manage to be around.

For instance, two former All-Navy champions, Al Gibbs, FPC, usn, and Charles "Chico" Ayala, CS3, usn, were very active in this year's fights. Neither fought, but each could claim some of the credit for leading the Atlantic Fleet Destroyer Force sock squad to one of its greatest seasons.

"We didn't do anything," Al and Chico modestly agree. "The boys did it all. They had the desire and physical capabilities to go all the way to the top. All we did was guide them a little here and there."

After the Eastern Navy team had won eight of the 10 All-Navy titles, Gibbs and Ayala were selected as coach and trainer for the All-Navy squad in the Inter-Service bouts. Also selected as trainers on the All-Navy team were M. E. "Murph" Griffiths, SD1, usn, of Newport, R. I., and Carl Bombardier, BT1, usn, of USS *Essex* (CVA 9). Lieutenant Russ Connors, usn, who was officer in charge of the Eastern Navy squad, acted in a similar capacity for the All-Navy team.

★ ★ ★

The All-Navy and Inter-Service fights this year received world-wide radio coverage via the Armed Forces Radio and Television Service. The Los Angeles branch of AFRTS sent up an "all-Navy" crew to cover the bouts. Chuck Leahy, JOC,

usn, did the blow-by-blow and G. A. Bean, TEC, usn, was the engineer. It's estimated that AFRTS has a listening audience of over 90 million people.

★ ★ ★

Photo coverage of both the All-Navy and Inter-Service fights was excellent, thanks to the 12th Naval District. In the first night of the Inter-Service, Merrie Allison, PH3 (W), usn, covered the action. This was the first time that Allison had ever been assigned to shoot sports action. She did a fine job, despite the advice the reporters and other photographers kept volunteering.

★ ★ ★

According to the 1955 *Baseball Almanac*, Abner Doubleday did not invent the game of baseball. The New York Knickerbockers baseball club appointed Alexander J. Cartwright, Jr., to frame a set of playing rules in 1845. If baseball had a "birth" (although the game probably evolved from two English games), this was it. Amazingly, Cartwright chose a set of rules which have changed but little in more than 100 years. For example, he proposed that the infield be square, rather than diamond or rectangle, then used in many places, and that the diagonal be 42 paces (126 feet) as compared with the 127 feet 3½ inches that now separates home from second base. Incidentally, this fact-loaded *Baseball Almanac* will soon be in your ship or station library.

—Rudy C. Garcia, JO1, usn.



THE BULLETIN BOARD

Reenlistment Brings Guaranteed Schooling Under New Program

Navymen in 26 ratings and those in Construction Group ratings other than surveyor, who sign up for a first reenlistment under conditions listed below are now guaranteed training at certain naval schools, according to BuPers Inst. 1133.5. The purpose of this new program is to provide men in these ratings an additional incentive for shipping over.

Other schools and ratings are not included in the program due to the capacities of and demands upon many schools. The instruction points out, however, that the Chief of Naval Personnel desires that every consideration be given to desires for schooling of any personnel who reenlist. In such cases a quota for any school (for which you will be eligible upon reenlistment) should be obtained before the date of your discharge, so that you may be ordered to school after reenlistment.

Here is a list of the ratings eligible for training under the new Instruction and the schools to which they may be ordered:

BT—Class "B" Boilerman
 CS—Class "B" Commissaryman
 EM—Class "B" Electrician's Mates
 ET—Class "B" Electronics Technicians
 GM—Class "B" Gunner's Mates
 IC—Class "B" IC Electricians
 MU—Naval School of Music, Class "B"
 YN—Class "B" Yeoman
 AE—Class "B" Aviation Electrician's Mates
 AT—Class "B" Advanced Aviation Electronics Technicians
 TD—Class "B" Tradesman
 PH—Class "B" Advanced Photographer's Mates
 AG—Class "B" Aerographer's Mates
 AC—Class "B" Air Controlman
 MN—Mine Warfare (Advanced Mines)
 RM-TE—Class "C" Teletype Maintenance
 TE—Class "C" Cryptographers
 TM—Class "C" Torpedoman's Mate
 OM-IM—Class "C" Opticalman and Instrumentman (any one course)
 ME-FP—Class "C" Welding
 FT—Class "C" Fire Control Technician (GFCs Mk 56 or UWFC Mk 102)
 AC-AT—Class "C" Ground Controlled Approach
 PR—Class "C" Oxygen
 AB—Class "C" Catapult and Arresting Gear

50—12-week Maintenance Course at Fleet Sonar School.

In order to be guaranteed assignment to school training under this program your reenlistment must meet the following conditions:

- The reenlistment must be your first and you must be reenlisting in the Regular Navy.
- You must reenlist on board your permanent duty station within 24 hours after discharge.
- You must not have exercised any choice of duty assignment as provided for in BuPers Inst. 1306.25A.
- You must specifically request school training.
- You must meet all entrance requirements for the applicable school. These are set forth in NavPers 91769-B, BuPers Inst. 5510.3C, ComTraComPac Inst. 1500.2G, ComTraComLant Inst. 1540.1D or the Naval Air Technical Training Command *Bulletin*.
- Your reenlistment must be for a period equal to the obligated service requirements for the school involved plus six months. If (through no fault of your own) you are ordered to a school which convenes later than six months after you reenlist, you will still get the school even though you don't have the obligated service time.

- You must be in pay grade E-4 or above, in one of the listed ratings.
- You must be considered a suitable

school candidate by your commanding officer.

Personnel (other than those in Construction Group ratings) who meet the above conditions are furnished the following guarantee: 1) you will be ordered to the school listed opposite your rating in accordance with instructions laid down for that school; 2) you will receive orders to the school within six months of reenlisting, unless requests for that school exceed the capacity of the school. If the school is filled to capacity during the first six months of your reenlistment, then you will receive orders as soon as possible—in any event during your current enlistment (and without regard to obligated service requirements).

Construction Group personnel whose reenlistments meet the conditions for schooling receive the same guarantee, except that they will be ordered to Class "B" school within 14 months instead of six months (due to the infrequent convening dates of Group VIII schools). It should also be noted that there is no Class "B" school for surveyors.

Navy Sons Get Scholarships From Society of Sponsors of USN

The Society of Sponsors of the U. S. Navy held their annual meeting last May in Washington, D. C. This group is an organization of about 800 women who have christened combatant ships of the Navy.

One of the special projects of the Society is to provide scholarships at preparatory schools for sons of Navy and Marine Corps personnel who plan to enter the Naval Academy. Preference is given to sons of deceased personnel. Six such scholarships were awarded last year. For the years 1955-56, four scholarships have been promised and, if funds permit, two more will be given.

Applications from qualified candidates may be addressed to Mrs. W. D. Leggett, 22 Church St., Schenectady, N. Y., or Mrs. John J. Crane, 24 Ross Lane, Vallejo, Calif.



Get Your Entry In for All-Navy Cartoon Contest Deadline Is 1 September

Entries are now being accepted for the first All-Navy Comic Cartoon Contest. If you think you've got a pretty good idea for a gag, draw it up and submit it.

The cartoon contest is the first in a series of competitions being contemplated by the Chief of Naval Personnel. These Special Services activities are being planned so that additional opportunities for recreation, other than sports, may be made available on a Navy-wide basis.

All Comic Cartoon entries will be submitted to the Chief of Naval Personnel (Pers-G11) via your commanding officer. Entries must reach BuPers in time to be judged on 1 Sep 1955.

Entries will be judged on originality and humor. In other words, just how big a laugh does a cartoon get from the judges.

All active duty naval personnel, except those on active duty for training purposes only, are eligible to submit their cartoons. The gag or situation cartoon must have a Navy theme or background, must be in good taste and suitable for general consumption.

Cartoons must be in black ink on 8 x 10½ white paper or illustration board. You may enter as many cartoons as you want, but EACH entry must contain the following information attached directly to the back of the entry: 1) full name of cartoonist; 2) rank or rate; 3) serial or file number; 4) duty station; 5) hometown and hometown newspaper; 6) a brief statement certifying the cartoon as original; and 7) the word "Forwarded" and signed by the cartoonist's commanding officer or his representative.

In addition, each entry must have the following statement, signed by the originator, on the reverse of every cartoon: "All claims to the attached entry are waived and I understand the Department of the Navy may use as desired."

The winners of the first three places will receive awards. These trophies, supplied by the Chief of Naval Personnel, will be forwarded to the respective commanding officers for presentation to the winners. In addition, certificates will be

awarded to those entrants deserving honorable mention.

The winning cartoons will be published in ALL HANDS and suitable notation will also be made in the BuPers "Special Services Newsletter."

No entries, other than the winners, will be acknowledged. All entries become the property of the Department of the Navy and none will be returned.

You will find complete details on the All-Navy Cartoon Contest in BuPers Notice 1700 of 18 May 1955.

New Correspondence Courses Ready for YNs, Related Ratings

Two new Enlisted Correspondence Courses have been made available to enlisted personnel on active or inactive duty. They are *Yeoman 3* (NavPers 91413-2) and *Yeoman 2* (NavPers 91414-2). Each is of particular interest to MA, SN, YNS, YNT and to applicable strikers.

Applications should be sent to the U. S. Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base,

Brooklyn 1, N. Y., via the command holding your service record.

In most cases, you may be enrolled in only one correspondence course at a time.

Revised General Aerology Course Is Now Available

The officer correspondence course, *General Aerology*, has been completely revised and is now available at the Naval Correspondence Course Center.

The new course, based on the text, *Aerology for Naval Aviators*, NavAer 00-80U-22 consists of six assignments, and is evaluated at 12 Naval Reserve promotion and retirement points.

This course, NavPers 10954-A, supersedes the earlier course, NavPers 10954.

Application for enrollment should be made on form NavPers 992 forwarded via official channels to the Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, New York.

HOW DID IT START

Corvette

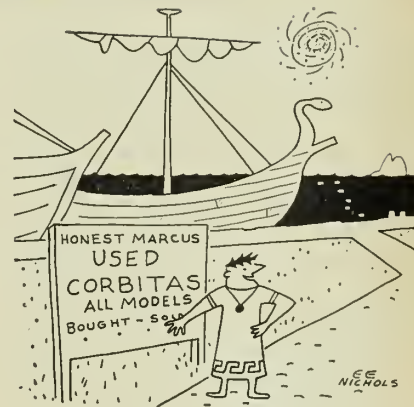
Although the corvette (DDC) has only recently been added to the list of combatant ships of the U. S. Navy, the name has been kicking around the fleets of the world far centuries.

The word "corvette" comes from the Latin word "carbata," a basket which was tied to the mastsheads of the Egyptian grain ships as a symbol of their trade. These vessels were known as the "naves onerariae"—vessels of burden.

Throughout the Middle Ages the corvette was used to refer to a light and fast Italian galley having one mast and propelled by both sails and oars.

In the year 1687 the corvette made its appearance in the French Navy as a lookout ship attached to the fleet. Its lightness and speed made the corvette an excellent ship for carrying dispatches. From this time on corvette became a common name in France's Navy and in the days of wooden ships it was given to a class of vessels of war, ranking in military stature after the frigate to which it bore a resemblance in rig and general appearance.

The French corvette of the first class had a covered battery and carried guns on the fore-castle and quarter-deck. The larger cor-



vette carried from 20 to 30 guns and the single-decked, sleep-of-war had from 14 to 24 guns.

The Navy's newly designated corvette is a single-screw ship, smaller in size than a destroyer, with an aluminum superstructure from its main deck an up. Because of its lightness and speed, the corvette is used for escort work and anti-submarine warfare, carrying submarine detection equipment and armament. It is designed for mass production in times of mobilization.

Here Is the Word on Kwaj's New Look and Living Conditions

YOKWE YOK KWAJALEIN is the way Marshall Islanders — and the Navymen stationed there — say "Hello" and "Welcome aboard our island paradise." Like the Hawaiian "Aloha," "Yokwe Yok" also means "goodbye"—but it doesn't answer your questions about duty and dependents on the coral atoll.

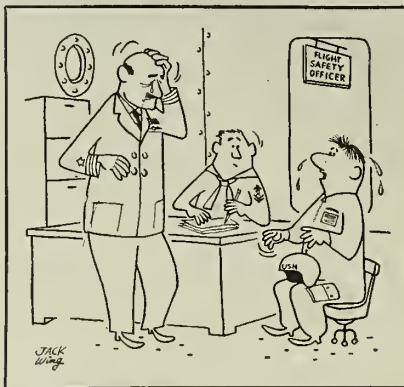
To answer questions like "Can I take my dependents to Kwaj? and what should they bring with them?" here's a roundup of the latest information on one of the Navy's most modern overseas duty stations, and a brief rundown on the island itself.

Kwajalein Island is one of the seventy-odd islands in the Kwajalein Atoll in the Marshall Island group. It is the largest atoll in the world and famous as the realm of the giant killer clam. The island itself is two and three-quarters miles long by one-half mile wide at its widest point. The average elevation is eight feet above mean low water.

Kwajalein lies 9 degrees north of the equator, 4285 nautical miles southwest of San Francisco, 2143 nautical miles from Honolulu. It was first discovered by Spain, and later controlled by England, Russia, Germany and Japan.

Under the United States, Kwajalein was changed from the war-torn battlefield of 1944 and has grown to be an important island. Most of the wounds suffered by the island have been healed and in its place a naval station and small Navy community has grown. New buildings and green vegetation now cover much of the coral island. Additional new buildings, new quarters, and an extensive landscaping project are rapidly being completed to make the island a true tropical paradise.

• **Climate**—The island has a marine tropical climate. The average temperature is 82 degrees Fahrenheit, and the average humidity is 82 percent. The annual rainfall averages 102 inches. Rainfall is generally heavier in the months of August, September, and October. The temperature is consistent; average monthly temperatures do not vary more than a few degrees throughout the year. However, the months of August, September and October seem hotter, due to the fact that the trade winds, which



"You mean I shouldn't have ditched it 'cause I ran out of ammo!"

cool the island during the rest of the year, subside during these months. The climate of Kwajalein is not unpleasant, however, and the nights are usually comfortable.

Permanently stationed commands under the military control of the Commanding Officer, U. S. Naval Station, Kwajalein, Marshall Islands, include Marine and Air Force detachments. Officers and enlisted men of the two highest pay grades attached to these commands are authorized entry of their dependents to Kwajalein as quarters become available.

• **Housing**—An increasing number of very comfortable quarters are available for officers and enlisted men. On completion of the replacement housing program in May, 114 units of permanent concrete type quarters were made available. In addition, there are 24 wood frame houses retained as temporary housing until completion of an additional 175 units of permanent type housing authorized by Department of Defense Housing Act. All housing is considered adequate, and all units are fully furnished. Until completion of the new 175 unit addition, housing is limited to pay grades six and seven for enlisted men.

• **Furniture and Household Equipment**—All quarters are equipped with essential items of furniture. A calculated risk must be assumed on any expensive items of furniture such as pianos, sewing machines, cabinet radios, etc., that are brought on the island. While it is possible to keep these items in fair repair, considerable effort and attention are required.

Except in special instances, personal furniture should not be shipped to this station. Curtains and draperies are not provided nor needed. A jalousie type window is provided which is attractive in itself, and no provision has been made for the installation of drapes or curtains. Shower curtains or holders are not provided and selection is limited at the Navy Exchange. Linens in normal supply are necessary, but only inexpensive kinds should be considered.

Cooking utensils are available in a limited variety at the Navy Exchange. Such things as cake and pie tins and special equipment and kitchen gadgets should be brought along. Glass bake wear is ideal because of corrosion problems. Potato peelers, metal graters, refrigeration plastic food containers and storage jars should be brought along. However, they are available at Navy Exchange. A good can opener is a MUST.

Electric current is 110 volts, 60 cycles. Any electrical appliances may be brought, such as toasters, small radio, phonograph, or mixer, but it is necessary to keep them in a hot locker when not in use as the humidity causes rapid deterioration through rust and corrosion. Vacuum cleaners are not efficient in the damp atmosphere. The same corrosive conditions apply to all metal articles.

Leather will rot unless kept in hot lockers most of the time. Hot lockers are provided in sufficient quantities in all quarters. Hospitality kits consisting of pots and pans, silverware, dishes, and linens for a set of four are available on a very limited basis to be rented prior to receipt of household effects. It is advisable to include in your hold baggage a supply of essential cooking utensils and linens to meet your requirements during the waiting period before receipt of household effects.

Waiting period for household effects depends on the date of shipment. Shipping time is three to four months. Electric stoves and refrigerators are provided in quarters. Deep freezers are available for larger families. Washing machines are provided on a shared basis. However, laundry service is available for the entire family at reasonable rates. Au-

automatic type washing machines are not authorized due to high water consumption.

Some household items advisable to bring along are: Glassware, pitchers, knick-knacks, clocks, ironing boards, and any other household items you may think desirable to brighten your home. All silver must be kept in hot lockers, but wooden or crockery party platters are most usable. Bring all sewing equipment, bias binding, crochet, knitting, embroidery threads, and patterns.

There is no storage space for household effects available on the station. Do not bring living room, bedroom, dining room, or kitchen furniture, refrigerators, or deep freezers. Bring only what you will use in your quarters. There is no television at Kwajalein, so no need to bring your TV.

Maid service is available through the Marshallese natives. These maids are particularly good with children. Wages are \$1.50 per day or \$31.00 per month. The Marshallese do not remain on Kwajalein overnight, and the standard work day is from 0800 to 1600.

• **Clothing**—Bring only lightweight clothing. The uniform of the day for officers and CPOs is tropical khaki or tropical whites, consisting of short sleeved shirts and either long or short trousers. White service uniforms are required for inspections and occasional social functions or formal affairs.

Enlisted personnel with rates of first class and below wear whites or dungarees as prescribed. Civilian clothes may be worn after working hours. An adequate supply of uniform clothing is available in small stores and Navy Exchange, with the exception of white service uniforms.

Dry cleaning is available at Kwajalein, but it is advisable to have a wardrobe consisting mostly of cottons and washable materials as they are generally cooler and more practical than other materials. After working hours, men wear aloha shirts or any other type of cool sport shirt with lightweight trousers or slacks. This costume is acceptable for all occasions, including most formal dances at the individual clubs. Casual shoes are available for purchase, but only in a limited variety of sizes and styles.

Ladies are advised to bring along

special brands of face powder and other personal cosmetics, combs, bobby pins, etc., as the supply of these items is limited and stocked only in a few standard brands. Women should include several short cocktail or summer evening dresses that can be worn to dances and parties. In general, the type of clothing worn by women in the summer time in the Southern States (for example, Pensacola, Fla.) is very suitable for Kwajalein.

Available stock of ladies' dresses, clothes and shoes is limited; therefore, an adequate supply should be brought or sent out. Sandals and flat-heeled shoes are recommended for general wear; however, high heels can be utilized for party wear. Sun-back dresses are worn a good deal; shorts are worn around the house; Bermuda or walking length shorts may be worn on the station; slacks have a more limited use because of the heat. A lightweight raincoat for every member of the family is essential.

Additional items that may be brought due to limited supply at Kwajalein are moth balls, rubber sheeting, hair nets, rinses and dyes, barrets, hair ribbons, plastic or wooden clothes hangers, nail polish, polish remover, and home permanent kits.

• **Transportation**—Due to the corrosive problems encountered, no private automobiles, motorcycles or motor scooters are authorized. The number of government vehicles is limited but as the distances are short and an excellent bus schedule is in operation, transportation presents no difficulty. Expendable bicycles would prove to

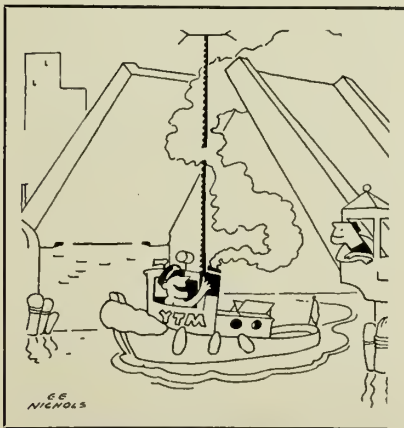
be excellent items to include in household effects shipment as they would be used by all members of the family.

• **Banking**—No banking facilities are available on Kwajalein, and it is recommended that personal arrangements be made for opening accounts with banks in the continental United States or in Honolulu. The Navy Exchange will cash government checks and travelers' checks in any amount, and personal checks up to \$50.00 per person per day. The Navy Exchange also sells travelers' checks. Money orders may be purchased or cashed at the Station Post Office.

• **Navy Exchange Activities**—The Navy Exchange operates a modern, up-to-date laundry and dry cleaning plant. Barber, tailor, and cobbler shop facilities are also available. A pick-up and delivery laundry and dry cleaning service is maintained in the quarters area for the convenience of the married personnel.

• **Commissary Store**—The commissary store is located in a modern concrete building in which a variety of fresh fruits, vegetables, and meats are carried. Regular shipments of fresh produce from Honolulu insure an adequate supply of these essentials. An adequate stock of canned goods, baby foods, fresh frozen fruits and vegetables is available. If one likes rare spices, it may be better to bring your own as only the more common types are stocked.

• **Retail Store**—This is considered the most up-to-date, modern store within a 1400-mile radius. The store carries a wide variety of staple items such as toiletries, candy and smoking products. Some items of ladies' and children's wear as well as cosmetics are available, but it is recommended that personal cosmetics and lesser known brands of ready-to-wear be brought with you. An adequate supply of children's 10-cent birthday gear should be brought along. The men's department is well stocked with aloha shirts, shorts and other washable items worn during the twelve month summer season. Since Kwajalein is a tax-free port, prices on foreign goods are low in comparison to Exchange prices in Honolulu or the States. Foreign items that are available duty free, vary from German cameras to Chinese and Japa-



"It's only for looks."

nese jewelry, linens, chinaware and novelties.

• **Communications** — All normal post office services are provided at Kwajalein such as money orders, stamps, parcel post, insurance, registry, airmail, and air parcel post. Airmail time is two days between Kwajalein and the West Coast of the United States.

Relatives or dependents residing in the United States may send essential messages to Kwajalein-based personnel c/o Naval Communications Station, San Francisco, Calif. Costs for such messages are the prevailing Western Union rates between point of origin and San Francisco.

• **Religious Activities** — There are two chaplains; Protestant and Catho-

lic. The Catholic Chaplain's office is in the chapel; the Protestant Chaplain's office is in the Administration Building. Divine services are provided for Protestants, Catholic, Jewish and Latter Day Saints personnel.

• **Schools**—Kwajalein has an elementary school, grades one through eight, supported by appropriated funds. Textbooks and school supplies are furnished by the school. Students in the ninth through twelfth grades must depend on correspondence courses from the University of California Extension School which are purchased out of appropriated funds supporting the elementary school. The school academic standards are high, achievement tests are administered, and every effort is made to

maintain the continuity of each child's education. The school is operated under the general supervision of a school board composed of officers, enlisted personnel, and dependent wives. All of the teachers are required to be graduates of accredited institutions with current teaching certificates and past teaching experience. Dependent wives are hired for the position if they possess these qualifications.

• **Medical**—The Medical Department is adequate, with a staff comprised of a general surgeon and two general practitioners. Surgical and obstetrical services, as well as all the other usual medical services, are rendered. If glasses are worn, a current prescription for new lenses should be carried by the individual. *It is essential to carry an extra pair of glasses* as there is no stock maintained and all glasses must be ordered from Honolulu.

Individuals requiring other than standard drugs should bring a sufficient supply to last during their stay on Kwajalein.

• **Dental** — There is an adequate and capable Dental Department. Routine treatment for Armed Forces personnel is rendered on an appointment basis. Dependent service is limited by law to emergency treatment; therefore dependents are advised to have a thorough check up and work done before leaving the United States.

• **Recreation**—Excellent recreation facilities are available on Kwajalein all year around. There is a hobby shop which features leather craft and shell work. This shop has excellent supervision and instructions for the beginner. For those who prefer wood-working there is a wood shop which boasts the most modern machines, tools, and everything for novice to expert, including instruction by trained personnel.

For those who enjoy sports, there is a well-stocked athletic gear locker; in the Special Services Building is an eight-lane bowling alley. For outdoor people, there are two swimming pools; also an ocean pool for the more adventurous. Fishing equipment is available for check-out. Boats may be checked out from the recreation boat pool for those who care to venture into the realm of yachting; a brand new yachting club is being organized with two-man sailboats for

WHAT'S IN A NAME

Sea Power

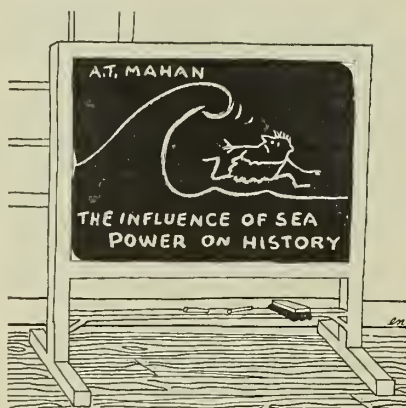
Naval thinking on sea power probably awes more to one man than any other individual—on American who used strategy and tactics as well as history and geopolitics to prove his points. This man was Alfred T. Mahan, a naval officer and teacher whose writings are still basic reading among naval and military specialists today.

Up until the end of the 19th century America's ideas on sea power generally followed the traditional concept that navies could be improvised and they did not need to be maintained in times of peace. Ships and men, it was believed, could be quickly obtained from the merchant marine, and if attacked, the U.S. could send out privateers to prey on the enemy's ships.

Mahan, however, helped change these concepts. He graphically illustrated how command of sea has been a vital factor in winning wars, not only throughout U.S. naval history and long before the birth of this notion but particularly in the modern era.

It was largely through his teachings and the U.S. Navy's victory in the Spanish-American War that the U.S. became aware of the meaning of "sea power." At the turn of the 20th century Congress appropriated funds to increase the Navy with the whole-hearted support and approval of President Theodore Roosevelt.

Mahan's original theories were in the field of strategy and tactics and he clearly defined the two. He taught America to think in terms of fleets instead of single ships, commerce conservation rather than commerce-destruction, fleet against fleet and not fleet versus forts, control of the seas in place of coastal defenses, and offensive rather than defensive tactics.



His ideas so revolutionized the concept of sea power that he greatly influenced the shape and utilization of navies in his own and other countries. His books, *The Influence of Sea Power upon History*, published in 1890, followed by *Influence of Sea Power upon the French Revolution and Empire*, affected the thought of naval men the world over; they were translated into French, German, Russian and Japanese.

Mahan began his naval career as a midshipman at Annapolis in 1856 and served as a lieutenant during the Civil War. He commanded ships of the line and continued his studies of sea power on shore and afloat. He was later appointed president of the Newport Naval War College where his lectures and writings gave him world renown. (For an interesting example of Mahan's writing, showing the influence of sea power in the American Revolutionary War, see the book supplement in the *All Hands* issue of April 1952, p. 59).

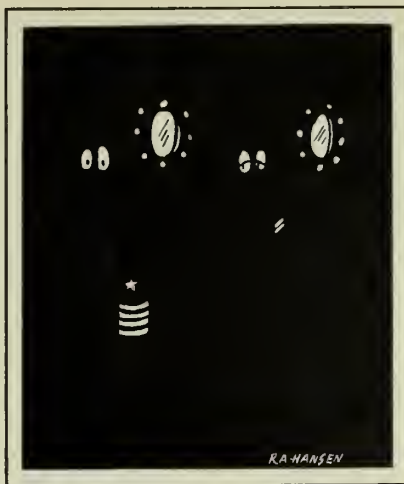
competition. Along with the sailboats, motor boats will be available.

For the "muscle men" there is an excellent weight lifting gym, and a boxing and wrestling gym. The golfer will be satisfied on "Kwaj"; a short pitch-and-putt golf course and driving range will be opened soon, complete with club house and rental golf clubs. Roller skating is another new addition to the family of recreation sports that is planned in the near future. Recreation more suited to the family includes an outdoor movie with a different movie every night, and a double feature on Saturdays. The Officers' Club and the CPO Club also schedule movies. Normally, once a month a USO show is presented. These shows offer recreation for the whole family. A public spirited group of chief petty officers sponsors the Kwajalein Boys' Club for boys in the 6-14 age bracket. Overnight camping trips to adjacent islands, fishing trips, and conducted tours about the base are some of the functions of the club.

The library contains some 10,000 volumes. Fiction and non-fiction covering a wide range of subjects may be checked out by personnel and dependents. The library is open in the afternoon and evening seven days a week. Some books concerning Kwajalein which may prove interesting are as follows: *Pacific Islands* by Oliver; *Away All Boats* by Kenneth Dodson; *The Fortunate Islands* by Walter Karig.

Junior Officers Are Eligible For Naval Security Group

Applications are being accepted from junior officers, both men and women, who want assignment to the Naval Security Group. Regular Navy line officers, including temporary officers and officers with aviation designators in the grades of lieutenant (junior grade) and lieutenant are eli-



"Got a light, Mac?"

R. A. Hansen, YN3, USN.

gible. Regular Navy officers of the restricted line, primarily limited-duty officers (administration and electronics) are also eligible. Male lieutenants (junior grade) generally will not be assigned to this type duty until completion of at least four years' sea duty.

Naval Reserve line officers from ensign through lieutenant may apply also, provided they agree to remain on active duty for the prescribed length of time. Naval Reserve ensigns must have completed at least one year's duty in ship assignments prior to making application.

To be eligible, you must have demonstrated your ability and aptitude in one or more of the following fields: communications, electrical engineering, electronics, intelligence, languages, mathematics and physics. Details should be included in your application.

Naval Security Group billets are available within the continental U. S. as well as overseas. Preference for duty stations will be granted when possible, following choices indicated on your latest Officer Data Card.

Requests should be submitted six months before the end of your present tour of duty. They should be submitted in duplicate, via official channels, to the Chief of Naval Personnel (Attn: Pers-B1119). Other items which must be included are the Personal History Statement (DD Form 398) and Fingerprint Card (OpNav Form 5510-2). Complete details and procedures to follow are in BuPers Inst. 1331.2A, 25 Apr 1955.

Shop Talk Isn't Small Talk—Unless It's Unclassified

You can't be hanged for silence, but many a good man has been ruined by his conversation.

The Office of Naval Intelligence has issued a reminder that everyone to whom classified matter of any sort is entrusted must realize the need for continuing security and security consciousness in his personal, professional and social life.

Security, says ONI, doesn't end when you lock the safe at the end of the day at your office nor when you step into the liberty boat to go ashore.

Naval personnel have found themselves involved in difficulties ranging from reprimands to court trials by mentioning shop talk as small talk at home or at social gatherings. Special weapons, ship movements and current research are but a few of the conversational pieces which have resulted in broken careers.

The best rule of thumb to follow is to leave your work and discussion of it safely aboard ship or locked in your office after working hours.

Discussion of Navy business should be made only on a strict "need-to-know" basis to persons within the service.

Sailor Wins Award for Designing Ship's Emblem

The career of Dan H. Crump, MMFN, USN, received another boost when he was named recipient of a cash award and other honors for designing the official ship's emblem of the heavy cruiser USS Newport News (CA 148).

The sailor-artist drew approximately a dozen sketches before choosing his selection for entry in a ship's emblem contest held recently.

No stranger to the drawing board, Crump has been doing art work since he was in the fifth grade. During his high school days his interest blossomed into a profession when he began winning school and civic-sponsored art competitions.



QUIZ AWEIGH ANSWERS QUIZ AWEIGH IS ON PAGE 7

1. (b) Air Medal.
2. (c) Distinguished Service Cross.
3. (c) All military personnel serving in staff of Department of Defense.
4. (a) USS Kearsarge (CVA 33).
5. (b) Sloop-of-War.

These Publications List Information on Your Navy Career

IN THE APRIL 1955 issue of **ALL HANDS** were listed the many basic Navy publications which would help you answer many of the questions concerning your career.

However, in normal day-to-day naval operations there is a continuing flow of information on your Navy career, service advantages, oppor-

tunities and benefits. This information appears in a variety of forms—in manuals, handbooks, regulations, pamphlets, catalogs, instructions and notices.

Although most of this material is generally available to all ships and stations, it's frequently difficult to locate once published and, at

times, some information is unintentionally overlooked.

To round out your sources of information, the Bureau has prepared a complete listing of the majority of directives dealing with career opportunities and programs available to Navy enlisted personnel and officers. Here's an up to date check-off list:

Subject	Pertinent Directive or Authority
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ADVANCEMENT OR CHANGE IN RATE OR RATING

GENERAL PROGRAMS

Advancement in Rate/Rating:
For Policy

BuPers Inst. 1430.7A; BuPers Manual (Pt. C, Chp. 7, Sec. 2)

For Qualifications

Manual of Qualifications for Advancement in Rating (NovPers 18068)

For Eligibility

BuPers Inst. 1414.2A

For Naval Reserve

*BuPers Inst. 1430.1A

Service-wide Competitive

BuPers Inst. 1418.7A

Examinations for Advancement to Pay Grades E-4, E-5, E-6 and E-7; policy, eligibility

Changes in Rate, Rating, and Rate Symbols; policy

BuPers Inst. 1440.5

SPECIAL PROGRAMS

Advancement in Rating; Personnel under Instruction in Service Schools

BuPers Inst. 1430.5A

Change of Rating to ET and FT; policy, eligibility

BuPers Inst. 1440.12

APPOINTMENT TO COMMISSIONED GRADE

NAVAL ACADEMY, FLIGHT TRAINING, OCS

Naval Preparatory School Training; policy, eligibility

Art. C-1203, BuPers Manual

Aviation Cadet Training Program; eligibility requirements; procedures for applying

BuPers Inst. 1120.20

Appointment to Commissioned Grade, Regular Navy; policy, eligibility

BuPers Inst. 1120.7A

Appointment to Commissioned Grade, LDO, Regular Navy; policy, eligibility
Officer Candidate School; policy, eligibility

BuPers Inst. 1120.18A

BuPers Inst. 1120.11A

SPECIAL PROGRAMS

Appointment to Commissioned Grade, SDO (LAW), 1620; policy, eligibility

BuPers Inst. 1120.21

Appointment to Commissioned Grade, Optometry, Pharmacy, and Medical Allied Sciences, Sections of the Medical Corps, Regular Navy; policy, eligibility

BuPers Inst. 1120.8A

Appointment to Commissioned Grade in Administration and Supply Sections, Medical Service Corps, Regular Navy; policy, eligibility

BuPers Inst. 1120.15A

Appointment to Commissioned Grade in Administration and Supply Sections, Medical Service Corps Reserve; policy, eligibility

BuPers Inst. 1120.10A

Subject	Pertinent Directive or Authority
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Appointment to Commissioned Grade of Enlisted Women in U. S. Naval Reserve; policy, eligibility

BuPers Inst. 1120.9A

TRAINING

GENERAL TRAINING

Enlisted Training Schools and Courses; policy, quotas, eligibility for enrollment

*BuPers Inst. 1500.25; *Catalog of U. S. Navy Training Activities and Courses* (NavPers 91769-B)

Information and Education Program; policy

BuPers Inst. 1560.1; BuPers Manual (Art. D-2103); *Information and Education Manual* (NavPers 16,963-C)

Enlisted Correspondence Course Program

Catalog of Enlisted Correspondence Courses (NavPers 91200-A)

SPECIALIZED TRAINING

Naval Air Mobile Trainer Program; policy, eligibility

*BuPers Inst. 1306.31A

Training Program for Change in Rating to ET, FT, AT, AQ, GF and GS; policy, eligibility

BuPers Inst. 1440.12; BuPers Inst. 1440.13; BuPers Inst. 1440.14

U. S. Naval School of Music; applications for courses

BuPers Inst. 1336.2A

REENLISTMENT

Reenlistment and Voluntary Extension of Enlistment of Regular and Reserve Personnel on Active Duty; procedure

BuPers Inst. 1133.1B; Art. A-4203, BuPers Manual; Art. A-4204, BuPers Manual

Discharge up to One Year in Advance of Normal Expiration of Enlistment date in Order to Reenlist; policy, eligibility
Reenlistment in the Regular Navy of Naval Reserve Personnel Serving on Active Duty; policy, eligibility

BuPers Inst. 1133.4

BuPers Inst. 1130.4A

Assignment to Duty of Personnel on Reenlistment; policy, options, choice of duty, etc.

BuPers Inst. 1306.25A

Assignment to School as incentive for Reenlistment; policy, eligibility

BuPers Inst. 1133.5

SPECIAL DUTY AND ASSIGNMENT

GENERAL POLICY

Request for Change of Duty; policy

Art. C-5203, BuPers Manual

Sea/Shore Rotation and Shore Duty Eligibility List; policy

BuPers Inst. 1306.20B

Training and Administration of the Naval Reserve; policy, eligibility, duty

*BuPers Inst. 1001.7

Subject	Pertinent Directive or Authority	Subject	Pertinent Directive or Authority
Assignment and Rotation of Enlisted Women; policy	BuPers Inst. 1306.10A	Transfer of Naval Active and Retired Personnel to VA Hospitals; policy	*BuMed Inst. 6320.11
SPECIAL ASSIGNMENTS		Marriage of USN and USMC Personnel outside the United States and within Far East Command; policy	SecNov Inst. 1752.1 SecNav Inst. 1752.2
Transfer and Assignment for Humanitarian or Hardship Reasons; policy, eligibility	BuPers Inst. 1306.24A	Visas for Alien Wives and Children of Naval Personnel	*SecNov Inst. 1750.2
Assignment of More Than One Member of Some Immediate Family to Same Unit; policy	BuPers Manual (Art. C-5209); BuPers Inst. 1306.33	Participation of Enlisted Personnel in Inter-service and International Athletic Events and Competitions; policy, eligibility	BuPers Inst. 1710.1B BuPers Inst. 1710.2
Assignment to Duty of Sale Remaining Sons; policy	BuPers Inst. 1300.11		
Assignment to Naval Missions, Attaches, Military Aid Groups, Joint Staffs, SHAPE; policy, eligibility	BuPers Inst. 1306.6A	Programs and Opportunities of Particular Interest to Officers	
Assignment to Recruiting Duty; policy, eligibility	BuPers Manual (Art. C-520B)	TRAINING	
Assignment to Duty as Instructors; policy, eligibility	BuPers Inst. 1336.1A BuPers Inst. 1306.22A; *BuPers Inst. 1306.42 (applies to musicians only)	GENERAL TRAINING	
Assignment with Naval Security Group Activities; policy, eligibility	BuPers Inst. 1306.23B	Schools and Courses	Catalog of U. S. Navy Activities and Courses (NovPers 91769-B); *BuPers Inst. 1500.25
Assignment to Special Weapons Program; policy, eligibility	*BuPers Inst. 1306.46	General Line School; policy, eligibility	BuPers Inst. 1520.13
Assignment to Nuclear Power Program; policy, eligibility	SecNav Inst. 1000.3	Postgraduate Instruction; policy, eligibility	BuPers Inst. 1520.15B
Assignment to Submarine Duty; policy, eligibility	BuPers Inst. 1540.2A	Five-Year Term College Training Program; policy, eligibility	BuPers Inst. 1520.37
Assignment to Reserve Training Submarines; policy, eligibility	*BuPers Inst. 1306.38	Completion of Naval Aviation College Program for USN Officers; policy, eligibility	BuPers Inst. 1520.38
Assignment to Duty involving Demolition of Explosives; policy, eligibility	BuPers Inst. 1320.5	Officer Correspondence Courses; summary	Catalog of Officers Correspondence Courses (NovPers 10800-A)
PAY, ALLOWANCES, SAVINGS, INSURANCE		SPECIALIZED TRAINING	
Soldiers and Sailors Civil Relief Act of 1940; summary of benefits	BuPers Inst. 1760.4	Flight Training (HTA); policy, eligibility	BuPers Inst. 1520.20
Uniformed Services Contingency Option Act; options	BuPers Inst. 1750.1A	Underwater Demolition Training; policy, eligibility	BuPers Inst. 1520.7
Social Security Benefits due to Active Duty; summary of benefits	BuPers Inst. 1761.3	Deep Sea Diving Training; policy, eligibility	BuPers Inst. 1520.4A
Basic Allowances for Quarters; policy, eligibility	BuPers Inst. 1030.17	Training and Administration of the Naval Reserve; policy	BuPers Inst. 1001.10A
Savings Deposits of Enlisted Personnel; policy	SecNav Inst. 1030.9	ASSIGNMENT OF OFFICERS TO SPECIAL DUTY	
Retainer Pay upon Transfer to the Fleet Reserve; policy, eligibility	BuPers Manual (Art. C-10321)	Assignment to Submarine Duty; policy, eligibility	BuPers Inst. 1520.6E
Mortgage Insurance for Servicemen to Aid in the Construction or Purchase of Homes; policy, eligibility	SecNav Inst. 1741.4	Assignment to Special Weapons Program; policy, eligibility	BuPers Inst. 1331.1A
SEPARATION AND RETIREMENT		Assignment with a Navy Security Group; policy, eligibility	BuPers Inst. 1331.2A
Separation and Civil Readjustment Information; summary	BuPers Inst. 1761.7	Assignment to Duty involving Demolition of Explosives; policy, eligibility	BuPers Inst. 1320.5
Retirement, Naval Reserve, With Pay, Without Pay; policy, eligibility	BuPers Inst. 1806.3 BuPers Inst. 1806.4	Assignment to Nuclear Power Program; policy, eligibility	SecNav Inst. 1000.3
MISCELLANEOUS		APPOINTMENT OF OFFICERS	
GENERAL INTEREST		Appointment to Ensign, Limited Duty Officer; policy, eligibility	BuPers Inst. 1120.18A
Naval Relief Society; services provided	BuPers Manual, Art. C-9207; BuPers Inst. 1747.1	Appointment of Naval Reserve Aviators to commissioned grades in Regular Navy; policy, eligibility	BuPers Inst. 1120.14A
The American Red Cross; services provided	BuPers Manual, Art. C-9207; Art. C-10308(7)	Appointment of Naval Reserve Medical and Dental Corps Officers to Commissioned Grades in Regular Navy; policy, eligibility	BuPers Inst. 1120.3B
Voting by Members of the Armed Forces; policy	BuPers Inst. 1742.2	Appointment to Commissioned Grades, Regular Navy; policy, eligibility	BuPers Inst. 1120.7A
Alien Spouses (Immigration and Nationality Act of 1952); information	SecNov Inst. 1750.1	NOTE: The asterisk (*) indicates limited distribution to commands concerned. For further information check your personnel office.	

Globe-Girdling PatRon Had Something to Write Home About

A letter from a Navyman to his wife or parents is usually a pretty personal thing, but in some cases a letter to a man's family becomes something more. Such was the case recently when the officers and men of Patrol Squadron One banded together and wrote one letter to send to the folks of everyone in the squadron. The PatRon is back home in the states now but the group letter still makes good reading.

ALL HANDS was included in the mailing list for this letter, and is passing it on as a good sample of the group letter that helps to keep the home folks informed of your unit's movements.

To: All Hands

If this letter had been written yesterday, it would have been a breach of security. Up until that time our next operation was classified confidential. Now all plans have been completed and we have permission to give you the details.

Starting tomorrow, our squadron, Patrol Squadron One, will return from Okinawa to our home base at NAS Whidbey Island, Wash. We won't fly back across the Pacific the way we came. We'll take the long way home, via Asia, Southern

few of our own. For example, during our present tour in the Far East, our planes have averaged more than 1300 hours per month for a total of approximately 1,200,000 accident-free miles. This is the equivalent of four around-the-world flights for each plane since leaving Whidbey. You can see why we are confident that our trip around the world will be a safe one.

The 12 planes in our squadron will be divided into four sections and will leave at 24 hour intervals. On the way back we will stop at Sangley Point, P. I.; Singapore; Ceylon; India; Dhahran, Saudia Arabia; Naples, Italy; Port Lyautey, French Morocco; the Azores; NAS Quonset Point, R. I.; and NAS Hutchinson, Kan. At Hutchinson the four sections will regroup and the entire squadron will fly to our home base at Whidbey Island.

The nice thing about this trip is the fact that we'll be given time to go sight-seeing at our ports of call. We'll probably get to see the walled city at Manila; the Tiger Balm Gardens at Singapore; the temples at Ceylon, oil wells and sheiks in Arabia; Italian art and the blue Mediterranean at Naples and fezzes and



Europe and North Africa, then across the Atlantic and U. S. It will be, we might add with pride, the first time that a Navy patrol squadron has flown around the world.

We have been based at Okinawa for about five months. Our planes are P2V Neptunes, like the famous "Truculent Turtle" that flew non-stop from Perth, Australia, to an Air Force Base in Dayton, Ohio, in 1947. The "Turtle" set a long distance record that remains unbroken to this day.

Speaking of records, we have a

veiled women in French Morocco.

We'll be coming back home with a sense of accomplishment and the feeling that we've been a part of history in the making. Our mission has been to fly the Formosa Patrol and we participated in the Tachens evacuation. The whole tour of duty has been an experience we'll never forget, but it'll be good to get back home. You can be sure that we're pretty excited about going the long way, too.

Sincerely,

Members of VP-1

Latest List of Modern Pictures Available for Distribution To Ships and Overseas Stations

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in May.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and most overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

The Barefoot Contessa (275) (T): Drama, Ava Gardner, Humphrey Bogart, Edmond O'Brien, Marius Goring.

West of Zanzibar (276) (T): Jungle Drama; Anthony Steel, Sheila Sim.

Young at Heart (277) (T): Musical; Doris Day, Frank Sinatra, Gig Young.

Abbott and Costello Meet the Mummy (278): Comedy; Bud Abbott and Lou Costello.

Revenge of the Creature (279): Horror Drama; Lori Nelson, John Agar.

Knights of the Round Table (280) (T): Medieval Drama; Ava Gardner, Robert Taylor, Mel Ferrer.

Cell 2455, Death Row (281): Prison Drama; William Campbell, Marian Carr, Robert Campbell.

Camille (282) (Re-issue): Romantic Drama; Greta Garbo, Robert Taylor.

Waterloo Bridge (283) (Re-issue): Romantic Drama; Vivian Leigh, Robert Taylor.

Cult of the Cobra (284): Melodrama; Faith Domergue, Richard Long, Marshall Thompson.

Rear Window (285) (T): Mystery Drama; Grace Kelly, James Stewart, Thelma Ritter.

The Good Die Young (286):

Drama; Gloria Grahame, Laurence Harvey, Richard Basehart.

Anchors Aweigh (287) (Re-issue) (T): Musical; Kathryn Grayson, Frank Sinatra, Gene Kelly.

Navy Blue and Gold (288) (Re-issue): Drama; Robert Young, James Stewart.

Man Without a Star (289) (T): Western; Kirk Douglas, Jeanne Crain, Claire Trevor, William Campbell.

Woman of the Year (290) (Re-issue): Drama; Spencer Tracy, Katherine Hepburn.

Deep in my Heart (291) (T): Sigmund Romberg story; Jose Ferrer, Merle Oberon, Helen Traubel, Rosemary Clooney, Gene Kelly, Jane Powell, Vic Damone, Ann Miller, Cyd Charisse, Howard Keel, Tony Martin.

Tight Spot (292): Melodrama; Ginger Rogers, Edward G. Robinson, Brian Keith.

Smoke Signal (293) (T): Western; Dana Andrews, Piper Laurie, Rex Reason.

The Big Tip-Off (294): Melodrama; Richard Conte, Constance Smith.

Vera Cruz (295) (T): Western; Gary Cooper, Burt Lancaster.

Madame Curie (296) (Re-issue): Biographical Drama; Greer Garson, Walter Pidgeon.

Naughty Marietta (297) (Re-issue) (T): Musical; Jeanette MacDonald, Nelson Eddy.

Pride and Prejudice (298) (Re-issue) (T): Drama; Greer Garson.

Ten Wanted Men (299) (T): Western; Randolph Scott, Jocelyn Brando.

OCS Graduates 20th Class, Has Alumni of 14,000 Officers

When 700 new officers were graduated from the Newport, R. I., Officer Candidate School earlier this year, it brought to 14,000 the number of officers the school has supplied the Fleet since 1951.

The officers received their commissions after successfully completing a rigorous four months' course in Seamanship, Navigation, Naval Weapons, Marine Engineering, Operations and Tactics, and Naval Orientation. This concentrated study is the same course offered NROTC students over a four-year period.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 23—Announced the approval by the President of the report of a selection board which recommended women officers of the Regular Navy for promotion to LCDR.

No. 24—Concerned the purchase and distribution of Salk poliomyelitis vaccine.

No. 25—Concerned the distribution of certain drugs.

No. 26—Announced with regret the death of ADM J. H. Towers usn (Ret.).

No. 27—Announced the convening of selection boards to consider women officers of the Regular Navy Supply Corps and Medical Service Corps for promotion to LCDR.

No. 28—Announced the exclusion of enlisted personnel (who have received notification of selection to midshipman, warrant, or commissioned status) from those persons eligible to be discharged and reen-

listed up to one year early in accordance with BuPers Inst. 1133.4.

No. 29—Provides further information concerning incentive pay for demolition duty.

No. 30—Announced the introduction by the Comptroller General of a new form of transportation request.

BuPers Instructions

No. 1000.7—Announced the establishment of a periodic reference source of information pertaining to the programs and opportunities available to naval personnel.

No. 1000.11—Provides information concerning the Warrant Officer Act of 1954 and SecNav regulations for the administration of the Act.

No. 1133.5—Guarantees, under certain conditions, an assignment to training school after reenlistment.

No. 1306.10B—Amplifies instructions on distribution and assignment to duty of enlisted women and sets forth the policy for duty rotation.

No. 1320.4A—Provides information on the assembly and training of officers and enlisted personnel for new construction/conversion vessels except submarines.

No. 1331.2A—Requests applications from junior men and women officers for assignment to the Naval Security Group for a tour of duty.

No. 1520.15B—Provides information and procedure for requesting postgraduate instruction and lists postgraduate curricula available.

BuPers Notices

No. 1640 (18 April)—Pertained to the treatment of naval personnel in confinement.

No. 1133 (26 April)—Provided information regarding the planned distribution and desired use of posters in connection with reenlistment program.

No. 5521 (27 April)—Disseminated information on organizations designated by the Attorney General to be appended to Loyalty Certificate (DD Form 98) pursuant to Executive Order.

No. 1326 (29 April)—Announced Change 2 to BuPers Inst. 1326.1A, which is concerned with issuance of temporary flight orders to Navy enlisted personnel.

No. 1421 (5 May)—Announced the selection of enlisted aviation pilot personnel recommended for temporary appointment to commissioned grade in the Regular Navy.



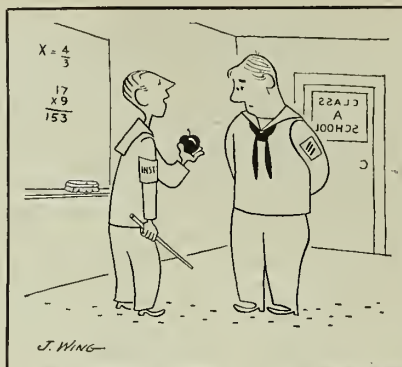
"Main engines report they're having a little trouble with the starboard engine, sir."

Dependents Get Personal Aid In Casualty Assistance Program

A new program has been started whereby the dependents of Navy men who die while on active duty will have a commissioned naval officer to assist them in such matters as the rights, benefits and privileges to which they are entitled. This program, which began on 1 Jul 1955, is known as the Casualty Assistance Calls Program (CACP).

Past experience has shown that the next of kin of naval personnel who die on active duty are seldom in a position to cope properly with the problems created by sudden death. As a result, this program has been established.

The officer will be the official representative of the commandant of the naval district in which the primary beneficiary resides. He will



"Thanks anyway, Jensen, but I'm afraid you'll still have to take the exam."

provide the next of kin with whatever assistance the naval service can render.

The Casualty Assistance Calls Officer will offer condolences on behalf of naval authorities and will counsel and advise on funeral arrangements, financial assistance and other emer-

gency matters considered appropriate on the initial call. This call will be made within 24 hours after the initial notification of death.

A later call will be made to assist the family further with such matters as death gratuity, arrears in pay, personal effects of the deceased, U. S. Government Insurance, NSL Insurance or the Servicemen's Indemnity, transportation of dependents and household goods, medical care, exchange and commissary privileges, and any special requests made by the next of kin.

The services provided through this program will be automatic. Your dependent or primary next of kin will not have to initiate any action. Upon the death of the Navyman, the CACP is put into effect. Complete details of this program are contained in BuPers Inst. 1750.3 of 27 Apr 1955.

Growing VTO Family Includes Flying Beds and Jackrabbits

Flying was strictly for the birds until man came along with such devices as balloons and airplanes. It remained for man, however, to find advantages in rising straight into the air and then flying off in all directions. (See also page 10.)

Helicopters were the first craft to perform this feat safely, but plane makers are now experimenting with even stranger craft capable of taking off or landing on a "postage stamp" field, yet having greater range and speed than "windmills."

Two of the most familiar new planes in the vertical takeoff field are the Navy's XFY-1 and the XFV-1. Although each of these craft weighs about the same as more conventional Navy fighter planes (roughly 15,000 pounds), they can take off and land on a space no larger than the fantail of a cargo ship or a patch of ground the size of a tennis court. They were originally designed to provide fighter cover for convoys — without the necessity of including an aircraft carrier in the convoy.

But there are other developments just as spectacular as the "Pogo Stick." One of these is the "convertiplane," developed under a joint Army-Air Force contract. The most unusual feature of this

craft is its two propellers which resemble helicopter rotors—but are placed on the tips of the wings and tilt forward to perform as conventional props once the vertical takeoff is accomplished.

The convertiplane is powered by a single engine and can cruise at a speed in excess of 175 mph. It has both a 30-foot length and wingspread.

Another strange gadget in the VTO field is the British "Flying Bedstead," which is truly a flying machine. Having neither wings nor rotors, the "Bedstead" can take off vertically from a horizontal position. It is powered by two turbojet engines, ducted through 90 degrees so that both discharge downward under the craft's center of gravity. Adjustable compressed air jets on horizontal cross arms are used to control the craft.

Perhaps even more interesting than the British item is a U. S. jet which employs vertical lift. Known as the VTOL (for Vertical Takeoff and Landing), this jet resembles the "Bedstead" in that it has neither rotor nor propellers and, instead of conventional landing gear, it uses metal runners ("Bedstead" has casters which resemble the legs of a bed).

The major difference between VTOL and the British craft is that VTOL's two J-44 jet engines can be rotated through a 90-degree arc. With the jets in a vertical position under the plane's wing, VTOL rises much as the helicopter does. Once aloft, however, the pilot simply tips the nose slightly downward and revolves his engines to a horizontal position. Then he is ready for forward flight.

Its creators predict that the strange jet may be the forerunner of a 1500-mph fighter capable of taking off and landing in areas where only helicopters are now operating. The Navy's XFY-1 is capable of speeds in excess of 500 mph.

Although most of the VTO research and experimentation already underway is being done for the military services, experts foresee a future for these "jackrabbits" in commercial aviation. Once out of the experimental stage, VTOs are expected to look pretty much like stubby-winged airliners. And their ability to "jump" from a small plot straight over the tallest buildings in a city, and then cruise smoothly to their destination, provide characteristics which are especially adaptable to short-range passenger or freight flights.

Naval School of Music Offers Three Courses to Train Eligible Enlisted Men

Navy men interested in music may apply, if eligible, to the Naval School of Music, Washington, D. C., for instruction in one of the following three courses:

- **Basic Course (Class A)**—qualifies personnel as playing members of unit bands.

Enlisted men who have had musical training and previous experience in playing a musical instrument may apply for assignment to the U.S. Naval School of Music with possibilities of later advancement within the musician rating after completion of this course. In some cases it will be necessary for the man to change his rating upon completion of the course. Instructions regarding such changes will be given at the appropriate time to each applicant who successfully completes this course.

The obligated service requirement is three years. Although the length of the course varies, it normally lasts from 26 to 36 weeks.

In order to enroll in the Music School, applicants must successfully complete a musical exam. To pass the exam, each applicant must demonstrate technical proficiency on his chosen instrument, ability to sight read, and produce the characteristic musical tone of the instrument throughout its range. Candidates who perform on stringed instruments or piano must agree to study a band instrument. It is desirable to have a chief musician fill out the audition space provided on the application form. The application form may be obtained from the Officer-in-Charge, U.S. Naval School of Music, Washington 25, D.C.

Applicants selected to take the exam from within the continental limits of the U.S. will be transferred to the U.S. Naval School of Music, Washington, D.C.; the U.S. Naval Training Center, Great Lakes, Ill.; or the U.S. Naval Training Center, San Diego, Calif., as appropriate for the musical examination.

Applicants selected to take the exam who are stationed outside the continental limits of the U.S. will report to the nearest U.S. Naval Unit Band for the exam.

Successful candidates will then be

transferred to the U.S. Naval School of Music for enrollment in the basic course which includes: Concert band, dance band, harmony, ear training, sectional rehearsals, seaman training course, general training course and private instrumental instruction.

- **Advanced Course (Class B)**—trains qualified personnel for advancement to chief musician and as leaders of unit bands.

Musicians first class with six years or more of naval service, one year of which must have been served as MU1, may submit request for assignment to this course with the obligated service on entry to the school of three years.

The course, which convenes on the first Monday, in August of each year, lasts for 52 weeks and is a requirement for advancement to MUCA.

A musical examination, based on the present rating requirement for musician first class will be given candidates before they are enrolled in the course. The curriculum includes: Harmony, ear training, music survey, conducting, drum majoring, dance band arranging, concert band arranging and band administration.

- **Refresher Course (Class C-1)**—offers refresher training for qualified personnel to improve their instrumental proficiency and give them additional theoretical instruction.

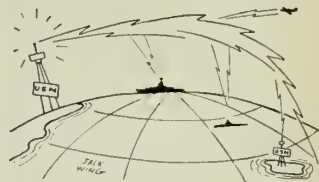
Navy men may request this course provided they have completed four years' naval service. The obligated service on entry to this school is two years. The school convenes the first Monday of each quarter and lasts from 12 to 24 weeks.

Personnel are also selected for this course from unit bands for additional training and to assemble new unit bands.

The curriculum for the refresher course includes: Harmony, ear training, concert band, dance band, sectional rehearsals and private instrumental instruction.

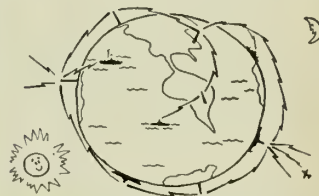
Applicants for any of the above three courses must submit a request to attend the school to the Chief of Naval Personnel (Attn: Pers B233c), Washington 25, D.C., via their commanding officer and the Officer-in-Charge, U.S. Naval School of Music, U.S. Naval Receiving Station, Washington 25, D.C.

It wasn't too many years ago that a ship operating in foreign waters might go months, or even as long as a year, without receiving any communications from Navy headquarters in Washington. In those days messages were few and far between, a far cry from the modern Navy where ships scattered throughout the world are



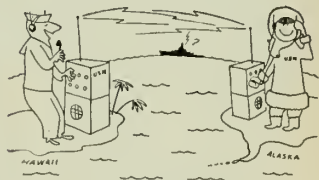
constantly in touch with one another and Washington.

Today there is hardly a minute when messages are not coming and going between Washington and the operating forces and it is possible for a routine message to be delivered to each ship and station throughout the world within 24 hours. In a matter of extreme importance or on emergency it is estimated that under favorable conditions a message could be relayed to the naval operating forces within



one hour, thus alerting them for whatever action might be needed.

The procedure in the event of such an important message would run something like this. After the message had been drafted and properly released, it would be sent to the OpNav Communication Office in the Pentagon at Washington. This office, in turn,



would put it on the wire for all the primary and major relay stations scattered over the globe. These stations would then beam it out to their assigned areas, covering every ship, station or naval activity, regardless of how isolated the location of that particular unit. Summing it all up it might be said that naval communications has progressed from months to minutes.

DECORATIONS & CITATIONS



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States..."

- ★ OSTROM, Carl A., CDR, DC, USN, member of the Staff of the Naval Medical Research Unit 1, Berkeley, Calif., from June 1949 to December 1953.
- ★ SIGEL, Clinton H., CAPT, USN, Commander Service Division 31 in Korea from 19 Apr to 28 Oct 1952. Combat "V" authorized.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight..."

- ★ ROCHEBLAVE, Kenneth W., AD1, USN, as a member of a crew in Patrol Bombing Squadron 17 during operations in the Western Pacific War Area from 15 Feb to 23 Apr 1945.
- ★ STOREY, Jack W., ALG, USN, as first radioman of a patrol bomber plane in

Patrol Squadron 54 during operations in the Bismarck Archipelago and Solomon Islands Area from 13 Sep to 3 Dec 1943.

Gold star in lieu of fourth award:

- ★ SNOWDEN, Harold F., LT, USN, as a pilot in Helicopter Squadron 1 attached to Mine Squadron 3 during a mission in Korea on 5 Sep 1951.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy..."

- ★ AVERY, Howard M., CDR, USN, serving in *uss Bennington* (CVA 20) on 26 May 1954.
- ★ BROWN, James H., SD3, USN, serving in *uss Bennington* (CVA 20) on 26 May 1954.
- ★ BULLARD, George C., CDR, USN, serving in *uss Bennington* (CVA 20) on 26 May 1954.
- ★ DICKSON, Richard H., MM2, USN, serving in *uss Bennington* (CVA 20) on 26 May 1954.
- ★ DOBRONSKI, Joseph F., LT, USNR, aiding in the rescue of the pilot of a fighter plane on 23 Aug 1954.
- ★ FOLEY, William E., LTJG, USNR, serv-

ing in *uss Bennington* (CVA 20) on 26 May 1954.

- ★ FORTNER, James D., AO2, USNR, for aiding in the rescue of the pilot of a fighter plane on 23 Aug 1954.
- ★ HARDACRE, Francis W., LCDR, SC, USN, for heroic conduct in connection with a rescue on the night of 9 May 1954, Subic Bay, Philippine Islands.
- ★ HURD, James W., CHCAP, USN, serving in *uss Bennington*, (CVA 20) on 26 May 1954.
- ★ JOHNSON, Harley, CHELEC, USN, serving in *uss Bennington* (CVA 20) on 26 May 1954.
- ★ LANG, Ernest H., Jr., GM3, USNR, for heroic conduct while serving in *uss Kidd* (DD 661) off Rabaul, New Britain, on 11 Nov 1943.
- ★ MCCORMICK, Hollis E., RM1, USN, for heroic conduct in Pearl Harbor, Territory of Hawaii on 7 Dec 1941.
- ★ MURPHY, Roy D., LT, USNR, aiding in the rescue of the pilot of a fighter plane on 23 Aug 1954.
- ★ REIBER, Gordon T., CDCN, USN, for heroic conduct in connection with a rescue in Subic Bay, Philippine Islands on the night of 9 May 1954.
- ★ STARK, James E., LT, MC, USN, for heroic conduct in a special project on 16 Sep 1954.



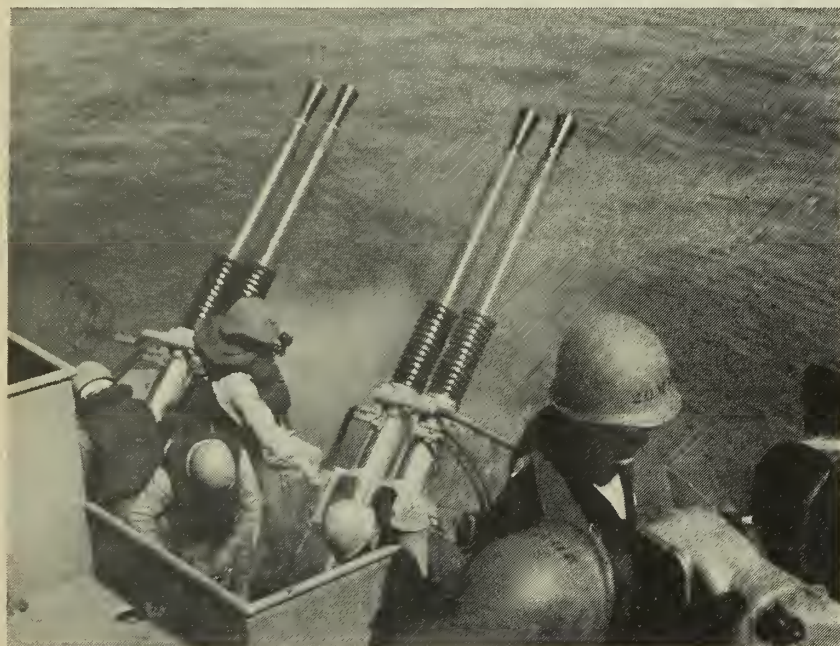
BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations..."

- ★ BREEDING, Marion, CHBOSN, USN, for heroic achievement in Korea on 24 Dec 1950. Combat "V" authorized.
- ★ CASSANI, Vincent L., Jr., LT, USN, for meritorious service in Korea from 6 Apr 1952 to 25 Feb 1953. Combat "V" authorized.
- ★ COWN, Jack B., CDR, USNR, for meritorious service in Korea from 15 Mar 1953 to 20 Jul 1954.
- ★ CROWE, James M., EMFN, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.
- ★ FUNK, Harold N., CDR, USN, for heroic achievement in Korea on 24 Aug 1951. Combat "V" authorized.

Gold star in lieu of second award:

- ★ MCINERNEY, Francis X., RADM, USN, for meritorious service in Korea from 14 to 16 Oct 1952; and from 21 Nov 1952 to 13 Feb 1953. Combat "V" authorized.



NAVYMEN KEEP READY for emergencies through shipboard drills. Here, blue-jackets of *USS Fremont* (APA 44) fire 40mm guns during antiaircraft practice.

Navy Cites Heroes of USS Bennington

uss *Bennington* (CVA 20) is back in business but memories of the violent explosion that rocked her in May 1954 still linger on. Recently, enlisted men and officers were decorated for their courageous conduct on board the carrier on that fateful day.

The Honorable Charles E. Thomas, Secretary of the Navy, presented the decorations at NAS, Quonset Point, R. I., to those still serving in *Bennington*.

Recommendations have been approved for 120 Navymen who were serving in *Bennington* at the time of the explosion. Of this number 21 are still on board the carrier, the others have been transferred and will receive their awards at their new stations. Here are the men and their awards:

Navy—Marine Corps Medal

AVERY, Howard M., CDR, USN
BROWN, James H., SD3, USN
BULLARD, George C., CDR, USN
DICKSON, Richard H., MM2, USN
FOLEY, William E., LTJG, USNR
GAGE, Carl (n), Jr., 2ND LT, USMCR
HURD, James W., CHCAP, USN
(Posthumous)
JOHNSON, Harley (n), ICC, USN
TWOMEY, David M., CAPT, USMC

Letter of Commendation

With Ribbon

ALLHANDS, Byron T., Jr., BT1, USN
ANTALE, James T., ABAN, USN
ARWOOD, William L., Jr., SN, USN
BELCHERT, Phillip J., Jr., ABAN, USN
RENSON, Ferris B., Jr., AN, USN
BURKE, Jesse H., AN, USN
CHARLESWORTH, Irvin (n), Jr., FN, USN
CHERNOSKY, Raymond A., DC2, USN
CLAUSSEN, James W., MRC, USN
DAVIS, Benjamin B., FP3, USN
DELUCA, Joseph P., EM2, USN
DICKSON, James J., FP2, USN

DOYLE, Gerald J., MML3, USNR
EVANGELIST, Arthur J., AN, USN
FINCH, Ernest A., SD2, USN
GABRIEL, Glenn J., ACAA, USN
GAVONI, Caesar A., Jr., SN, USN
GUNDERSON, Alfred L., AN, USN
HAMILTON, Shelby E., AN, USN
HAUPTNER, Richard W., MR3, USN
HIMMELHEBER, David M., AN, USN
JELLISON, Leroy J., SN, USN
JUDD, Roy L., ENS, USN
KIEL, Edward G., ME2, USN
KIGHT, Otis G., PR1, USN
KORNEGAY, Edgar W., PFC, USMC
LEDWITH, James W., LTJG, USN
LEMMON, Robert K., BM2, USN
LEWIS, Willie J., EM3, USN
MC CLINTON, Clark (n), BM2, USN
MC COY, John R., AN, USN
MC DARIS, Charles C., LTJG, USNR
MILESHOUSKY, George J., FN, USN
MOORE, James E., ADAN, USN
NORMAN, Clyde W., CDR (MC), USN
PETTIS, Homer A., EMP2, USNR
PUGH, Kenneth R., BT3, USN
SCHULTZ, Walter W., ENS, USN
SMALLEY, Merle J., AN, USN
THOMPSON, Manus E., DC3, USN
TIMMONS, James L., ME3, USN
TONICH, Anthony (n), PFC, USMC
VEGA, George M., FN, USN
VON SCHOPPE, Joseph A., MMC, USN
WHITEHEAD, Edward F., SA, USN
WILMORE, Wilbert C., SN, USN
WILSON, Merle R., DCFN, USN
YOUNG, Jimmy S., MM3, USN

Letter of Commendation

Without Ribbon

ADAMS, Robert L., MM3, USN
ADIE, Donald W., EM1, USN
BANKS, George D., AA, USN
BIDDLE, William B., RD2, USN
BLACKMAN, Nelson D., AN, USN
BLAMICK, Joseph E., IC2, USN
BOYINGTON, Charles E., AN, USN
BOWEN, Vern T., AN, USN
BUCHANAN, Millard D., SA, USN
BURT, Ronald I., MM3, USN
CARMODY, Allen L., AD1, USN
CHRISTIAN, John E., AB3, USN
CLEVELAND, Edward W., ABAN, USN
CLINGENPEEL, Ralph D., DCFN, USNR

COBB, George E., FP3, USN
COPES, Neil E., RD2, USN
EHRKE, Charles R., AG3, USN
EPPS, Robert D., Jr., AB3, USN
(Posthumous)
FLOYD, Wesley, LT, USN
FOLEY, Patrick E., IC3, USN
GATES, William S., AEC, USN
GLENN, Clifton C., Jr., ET1, USN
GOGGIN, Walter F., AO3, USN
GOODWIN, Greeley (n), CHMACH, USN
GRABOSKI, Lloyd J., GM3, USN
GULLONE, Donald D., YN2, USN
HAYNES, Donald F., FT3, USN
HELLER, Phillip P., ABAN, USN
HOLDSWORTH, Leslie D., DC2, USN
HUDGINS, John L., RD3, USN
HUGHES, James M., AN, USNR
JUDD, Charles M., AD1, USN
KAIGLER, Joe H., GM2, USN
KELLEY, Roger J., AB3, USN
KIMBLE, Willie O., DC1, USN
KNOUSE, Herbert R., EM2, USN
KRAFT, Joseph A., AB1, USN
KRONE, Marvin S., AN, USN
LALKA, Charles J., MM2, USN
LEMMONS, Floyd H., MM1, USN
LENZ, George W., SK2, USN
(Posthumous)
MEHAFFEY, James V., Jr., SN, USN
MEYERS, Frederick C., AE3, USN
MIKE, Donald E., DCFN, USN
MUDICA, Donald E., FA, USN
OFFIELD, Richard L., RDSN, USN
PIERCE, James E., RD1, USN
QUMBY, Howard E., RDSN, USN
RAMEY, Jesse H., EM2, USN
(Posthumous)
REESE, James E., AN, USN
REESE, Richard E., PFC, USMC
RYAN, Ralph J., SN, USN
SCHMITT, Donald A., MEFN, USN
SCHRADER, Frederick J., BM3, USN
SHAW, Charles M., IC1, USN
SMITH, Henry L., AN, USN
SMITH, Robert A., BM2, USN
SPURLING, Daniel H., SH2, USN
TOTH, Francis J., AE3, USN
VALEK, John C., LT, USN
WENZEL, Terence P., ADAN, USN
WOLLAM, John S., LTJG, USNR

Sea Tale of a Sailor

It's not often that a man can see his life portrayed on the silver screen. This is even more true of a Navyman. Usually, the individual has passed away when the movie of his life is made. But this is not so for Rear Admiral John M. Hoskins, USN, Commander Fleet Air Wing, NAS Quonset Point, R. I.

The Admiral's life story, which has been the subject of many newspaper and magazine articles, has been made into the movie "The Eternal Sea."

The full-length feature film has been released and should soon be in the Navy motion picture circuit.

The only man in the Navy with two stars and one leg, Admiral Hoskins was graduated from the U. S. Naval Academy in the class of 1921. He lost his right leg during the Battle of Leyte Gulf in October 1944, while serving in the carrier *Princeton* (CVL 23). Heavily bombed by the enemy, the ship was finally sunk.

Down, but far from being out, the Admiral returned to the Pacific. In

1950, when the Korean war broke out, he was the first man to use jet aircraft as naval instruments of warfare, launching them against North Korea on 3 Jul 1950 from the decks of *uss Valley Forge* (CVS 45).

Before being assigned his present billet, the Admiral was the Commander, Pacific Division, Military Air Transport Service. It was this command that did such a tremendous job in the air evacuation of UN battle casualties from the war zone across the Pacific to stateside hospitals.

BOOKS: DANGER AND THE SKY LEAD THIS MONTH'S READING LIST

YOU'LL BE ALL UP in the air after reading some of the books selected by the Bureau library staff this month. You'll taste vicarious fear in others.

This month's list starts off with a bang with *The Viking Rocket Story*, by Milton W. Rosen, and *The Rocket Pioneers*, by Beryl Williams and Samuel Epstein. These vivid accounts of the nature of shapes-of-things-to-come almost—not quite—make the *Lonely Sky* by William Bridgeman with Jacqueline Hazard, seem downright pedestrian.

The *Viking* story tells how the largest American rocket to explore the upper atmosphere was conceived, how it was designed, built and launched. If you've read the book, you'll know that *Viking* isn't one rocket, it's a series. The book tells of the problems, frustrations and triumphs accompanying the launching of each. Through the writer's skillful presentation, you'll come to know the men who build

and fire each rocket. You'll see the rocket through their eyes and share their experiences.

Pioneer is a rocket of another color. It provides an international roundup of the men of the last 150 years whose imagination and foresight glimpsed an era of transportation possible for all men in the years to come. In his own way, each of these many men contributed to such rockets as *Viking*, as well as to future rockets.

It begins with Sir William Congreve who astounded the military men of Napoleon's time with a war rocket that was the forerunner of our present-day bazooka. It tells of Jules Verne, who stirred others to dream of ingenious space ships; of Ziolkovsky, who provided the mathematics and basic theories that led others to the conviction that space ships would have to be powered by rocket motors. The contributions of Goddard, Oberth, von Braun and many others are all told here.

Lonely Sky is, in a way, the biography of a plane as well as of a man. Bill Bridgeman is a World War II veteran who became bored with the life of an airline pilot and, after serving his apprenticeship as an engineering test pilot of a large aircraft manufacturer, is asked to take over the final stages of the *Skyrocket* testing program. The *Skyrocket*, a javelin-shaped experimental ship, became almost a personal, living creature to Bridgeman as he put it through its paces day after day. Complex technical details are presented with remarkable simplicity.

In *Gentlemen, Start Your Engines*, the late Wilbur Shaw tells of his search for speed and danger and how he found both in automobile, airplane and motorboat racing. In addition to the exciting hazards of his occupation, Shaw also tells many of the inner secrets of the motor car industry and of its constant efforts to improve its products through the rugged laboratory of the race track.

Danger, to Shaw, was only a professional hazard to his business of earning his living which simply happened to be racing. However, Dod Orsborne in *Danger is My Destiny*, would appear to regard danger

itself as his stock in trade. Orsborne's occupation seems merely to consist of getting into—and out—of trouble, then writing about it.

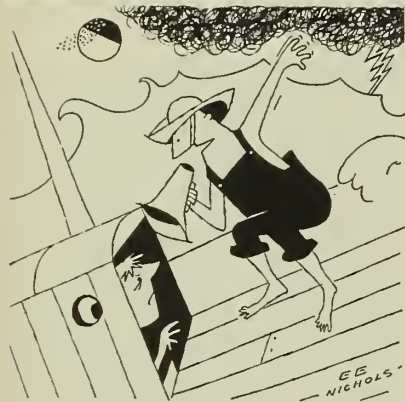
Danger of another variety is described in two different volumes concerning World War II, as seen by the enemy. *The Sea Wolves*, by Wolfgang Frank, is the first book to give an over-all picture of the activities of the German U-boats during WW II. Grand Admiral Doenitz, who commanded the U-boat fleet in its nearly-successful attempt to strangle the ocean lifelines of the Allies, naturally dominates the story. He firmly believed that, alone of all the weapons in the German armory, the U-boat could win the war. This is the story of his attempt and it tells how close he came to succeeding.

The author was one of Doenitz's staff officers and went to sea as an observer in the submarines he writes about. He has drawn upon the experiences of his fellow submariners and has consulted their log-books to make an authentic picture.

Ghost Cruiser HK 33, by H. J. Brennecke, tells the story of a different branch of the German navy—the adventures of the auxiliary cruiser *Penguin*. Roaming the seas from New Zealand to the Indian Ocean and the white wastes of Antarctica, she first posed as a Russian tanker and later in numerous other disguises, destroying innumerable valuable ships and causing the utmost confusion among her enemies. She was finally sunk after an engagement with the British cruiser *Cornwall*, after destroying an estimated 200,000 tons of Allied shipping during the early years of the war. Much of the material has been obtained from prisoners of *Penguin*.

Civil War enthusiasts will read with avid interest *The Web of Victory*, in which Earl S. Miers tells of the events which led to the first great campaign of modern warfare—the fall of Vicksburg. The author tells of a fantastic military and naval action that had no precedent in the history of warfare and, in addition, describes vividly the human story of the men who commanded in the field and in Washington. Called the most brilliant in military history, the battle climaxed a weird, bitter and certainly most protracted campaign of the Civil War. It led to the victory at Gettysburg and finally, to the end at Appomattox.

SONGS OF THE SEA



The Gale

The dark scud scowls at the shrinking moon,
And the stars in fear have flown;
And Petrel murmurs its warning tune,
With the coming tempest's moan.

All hands! all hands reef topsails, reef,
From your dreams and your hammocks
spring,

For our much loved ship must find relief
When the wind in its might doth ring.

—Old Naval Song





BLOCKADE BUSTER-1863

Here's a book supplement that's different. It's an account of one of the roles played by the U.S. Navy in the Civil War, as seen by a sailor serving in an English cargo ship which attempted to aid the Confederate States during the Civil War by running the blockade established by the Union forces. At the same time it is his personal narrative of adventures, risks and escapes on the high seas.

The importance of the blockade established by the U.S. Navy during the Civil War has been too often neglected. Yet, by preventing the agrarian South from converting its greatest material asset—cotton—into money and munitions which had to be imported from Europe, the blockade played a vital role in the ultimate collapse of the South.

Here, the author, Thomas E. Taylor, who at the opening of the war was a 21-year-old clerk in the offices of a British exporter, tells how the North's blockade appeared to those who were trying to circumvent it.

YOUNG AS I WAS, my interest in the coming struggle was deeply aroused. From the position I occupied its significance was brought home to me with the absorbing interest of a factor in my career. My own fortunes and those of my nearest friends seemed at their outset to be bound up in a piece of history that promised to leave its mark upon the world. Nowhere indeed out of America was the secession of the Southern States more keenly watched or canvassed than in Liverpool offices and upon the Exchange of the city, which American trade had begotten and nursed; and the particular aspect of the impending war was most calculated to fill the imagination of youngsters like myself, who were awakening from the dreams of boyhood to the excitements of real life.

It will be remembered that, as soon as war was seen to be inevitable, President Lincoln sanctioned the heroic measure of attempting to choke secession by closing every orifice through which supplies could be drawn,

and in the middle of April 1861 rebellion was turned into civil war by his declaring the whole of the Southern ports in a state of blockade.

The effect of the news on the Liverpool Exchange it is needless to describe. By the scratch of a foreign pen a blow that was without precedent was struck at the chief trade of the port.

The total fleet of the United States when the war broke out consisted of less than 150 vessels, of which fully one-third were quite unserviceable. About forty had crews; the rest were out of commission, and of these ten or eleven of the best were lying at the Norfolk Navy Yard and fell into the hands of the Confederates.

With their usual energy, however, the Northerners set to work to increase their fleet; within very few weeks over 150 vessels had been purchased and equipped for sea, and more than fifty ironclads and gunboats laid down and rapidly pushed forward towards completion. In addition to these a large number of river craft were requisitioned and protected by bullet-proof iron for service on the rivers; but even with these vigorous measures the blockade was anything but effective during the first eighteen months or two years of the war. But the Northerners steadily and by almost superhuman efforts increased their fleet, and at the beginning of 1865 had so far succeeded that they possessed a fleet of nearly 700 vessels, of which some 150 were employed upon the blockade of Wilmington and Charleston alone, and patrolling their adjacent waters.

(It should be noted that the Naval Historical Re-

From Running the Blockade, by Thomas E. Taylor. Published in London, 1896, by John Murray, Albermarle Street.



TO BUILD the blockade fleet quickly, U. S. Navy relied on merchant ship conversions as well as new construction.

search Division finds it difficult to agree completely with all the statements in the above paragraph. Although complete records are not now available, the figures given by Mr. Taylor would appear to be considerably higher than those that might be normally expected. See last paragraph on page 63. — Ed)

ONE DAY EARLY in the year 1862, one of the partners in the firm for which I was working called me into his room. After telling me how he and a few friends had purchased a steamer to have a try at the blockade, he asked me if I would care to go as supercargo.

The answer was not doubtful. It was a stroke of luck far better than I had any right to expect at my age (for I was but twenty-one), and needless to say I embraced my fortune with alacrity.

"By all means," said I, "if I am not too young."

My chief was good enough to say he thought I was not too young, and so I was fairly launched in my career as a blockade-runner.

The Banshee, as she was called, may claim to be a landmark not only in the development of blockade but also of marine architecture. With the exception of a boat built for Livingstone of African fame, she was, I believe, the first steel ship ever laid down. The new blockade-runner was a paddle boat, built of steel, on extraordinarily fine lines, 214 feet long and 20 feet beam, and drew only 8 feet of water. Her masts were mere poles without yards, and with the least possible rigging. In order to attain greater speed in a sea-way she was built with a turtle-back deck forward. She was of 217 tons net register, and had an anticipated sea speed of eleven knots, with a coal consumption of thirty tons a day. Her crew, which included three engineers and twelve firemen, consisted of thirty-six hands all told.

The author's position seems to have been somewhat ambiguous. Although at one time he makes reference to his appointment as supercargo, he also seems to have been empowered to buy and sell vessels to be used as blockade runners and to establish depots and bases on British territory close to American waters.

The *Banshee* was ready for sea early in 1863, and I had the satisfaction of finding myself steaming down the Mersey in the first steel vessel that ever crossed the Atlantic.

Like most first attempts, however, she was far from a success, and by the time we reached Queenstown she had betrayed serious defects. To begin with, the speed she developed was extremely disappointing. With the idea of protecting her boilers from shot, they had been

constructed so low that they had no sufficient steam space, and, worse than this, the plates of which she was built, being only an 1/8 and 3/16 of an inch thick, she proved so weak that her decks leaked like a sieve.

SO VIGILANT HAD the blockading force become by this time, that a successful run was considered practically impossible except on moonless nights. Invisibility, care, and determination were the secrets of success, and to this end the *Banshee* was carefully prepared. Everything aloft was taken down, till nothing was left standing but the two lower masts with small cross-trees for a look-out man on the fore, and the boats were lowered to the level of the rails. The whole ship was then painted a sort of dull white, the precise shade of which was so nicely ascertained by experience before the end of the war that a properly dressed runner on a dark night was absolutely indiscernible at a cable's length. So particular were captains on this point that some of them even insisted on their crews wearing white at night, holding that one black figure on the bridge or on deck was enough to betray an otherwise invisible vessel.

Well equipped and laden with arms, gunpowder, boots, and all kinds of contraband of war, as soon as the moon was right, the *Banshee* stole out of Nassau for the first time to make the best of her way to Wilmington.

Across either entrance an inshore squadron [maintained by the Federal forces] was stationed at close intervals. In the daytime the steamers composing this squadron anchored, but at night they got under weigh and patrolled in touch with the flagship, which, as a rule, remained at anchor. Further out there was a cordon of cruisers, and outside these again detached gun-boats keeping at such a distance from the coast as they calculated a runner coming out would traverse between the time of high water on the Wilmington bar by sunrise, so that if any blockade-runner coming out got through the two inner lines in the dark she had every chance of being snapped up at daybreak by one of the third division.

Following these tactics we crept noiselessly along the shores of the Bahamas, invisible in the darkness, and ran on unmolested for the first two days out, though our course was often interfered with by the necessity of avoiding hostile vessels; then came the anxious moment on the third, when, her position having been taken at noon to see if she was near enough to run under the guns of Fort Fisher before the following day-break, it was found there was just time, but none to spare for accidents or delay. Still the danger of lying out another day so close to the blockaded port was very great, and rather than risk it we resolved to keep straight on our course and chance being overtaken by daylight before we were under the Fort.

There were of course many different plans of getting in, but at this time the favourite dodge was to run up some fifteen or twenty miles to the north of Cape Fear, so as to round the northernmost of the blockaders, instead of dashing right through the inner squadron; then to creep down close to the surf till the river was reached; this was *Banshee's* intended course.

WITH EVERYTHING thus in readiness we steamed on in silence except for the stroke of the engines and the beat of the paddle-floats, which in the calm of the night seemed distressingly loud; all hands were on deck,

crouching behind the bulwarks; and we on the bridge, namely, the captain, Burroughs, the pilot and I, were straining our eyes into the darkness.

Presently Burroughs made an uneasy movement — "Better get a cast of the lead, Captain," I heard him whisper. A muttered order down the engine-room tube was Steele's reply, and the *Banshee* slowed and then stopped. It was an anxious moment, while a dim figure stole into the fore-chains; for there is always a danger of steam blowing off when engines are unexpectedly stopped, and that would have been enough to betray our presence for miles around. In a minute or two came back the report, "sixteen fathoms — sandy bottom with black specks."

"We are not far in as I thought, Captain," said Burroughs, "and we are too far to the southward. Port two points and go a little faster." As he explained, we must be well to the northward of the speckled bottom before it was safe to head for the shore, and away we went again. In about an hour Burroughs quietly asked for another sounding. Again she was gently stopped, and this time he was satisfied. "Starboard and go ahead easy," was the order now, and as we crept in not a sound was heard but that of the regular beat of the paddle-floats still dangerously loud in spite of our snail's pace. Suddenly Burroughs gripped my arm.

"There's one of them, Mr. Taylor," he whispered, "on the starboard bow."

In vain I strained my eyes to where he pointed, not a thing could I see; but presently I heard Steele say beneath his breath, "All right, Burroughs, I see her. Starboard a little, steady!" was the order passed aft.

A moment afterwards I could make out a long low black object on our starboard side, lying perfectly still. Would she see us? that was the question; but no, though we passed within a hundred yards of her we were not discovered, and I breathed again. Not very long after we had dropped her Burroughs whispered, —

"Steamer on the port bow."

Another cruiser was made out close to us.

"Hard-a-port," said Steele, and round she swung, bringing our friend upon our beam. Still unobserved we crept quietly on, when all at once a third cruiser shaped herself out of the gloom right ahead and steaming slowly across our bows.

"Stop her," said Steele in a moment, and as we lay like dead our enemy went on and disappeared in the darkness. It was clear there was a false reckoning somewhere, and that instead of rounding the head of the

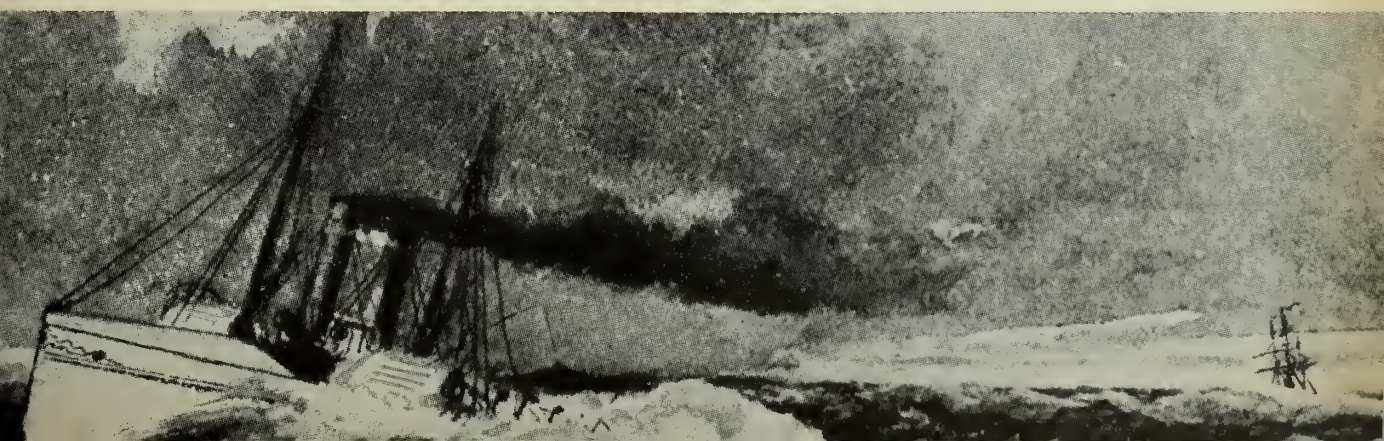
blockading line we were passing through the very centre of it. However, Burroughs was now of the opinion that we must be inside the squadron and advocated making the land. So "slow ahead" we went again, until the low-lying coast and the surf line became dimly visible. Still we could not tell where we were, and, as time was getting on alarmingly near dawn, the only thing to do was to creep down along the surf as close in and as fast as we dared. It was a great relief when we suddenly heard Burroughs say, "It's all right, I see the 'Big Hill!'"

The "Big Hill" was a hillock about as high as a full-grown oak tree, but it was the most prominent feature for miles on that dreary coast, and served to tell us exactly how far we were from Fort Fisher. And fortunate it was for us we were so near. Daylight was already breaking, and before we were opposite the fort we could make out six or seven gunboats, which steamed rapidly towards us and angrily opened fire. Their shots were soon dropping close around us: an unpleasant sensation when you know you have several tons of gunpowder under your feet. To make matters worse, the North Breaker shoal now compelled us to haul off the shore and steam further out. It began to look ugly for us, when all at once there was a flash from the shore followed by a sound that came like music to our ears — that of a shell whirring over our heads. It was Fort Fisher, wide awake and warning the gunboats to keep their distance. With a parting broadside they steamed sulkily out of range, and in half an hour we were safe.

TO GIVE IN DETAIL every trip of the *Banshee* would be wearisome, although each one of which had its peculiar excitement. Looking back it seems nothing short of a miracle that, ill-constructed and ill-engined as she was, she so long escaped the numerous dangers to which she was exposed.

One very dark night (I think it was either on the fourth or fifth trip of the *Banshee*) we made the land about twelve miles above Fort Fisher, and were creeping quietly down as usual, when all at once we made a cruiser out, lying on our port-bow, and slowly moving about two hundred yards from the shore. It was a question of going inside or outside her; if we went outside she was certain to see us, and would chase us into the very jaws of the fleet. As we had very little steam up we chose the former alternative, hoping to pass unobserved between the cruiser and the shore, aided by the dark background of the latter. It was an exciting moment; we got almost abreast of her, as we

USS JAMES ADGER gives chase to a blockade ship which aided the Southern cause during the Civil War period.



BLOCKADE BUSTER-1863

thought, unobserved, and success seemed within our grasp, till we saw her move in towards us and heard her hail us as we came on, "Stop that steamer or I will sink you"!

Old Steele growled out that we hadn't time to stop, and shouted down the engine-room tube to Erskine to pile on the coals, as concealment was no longer of any use. Our friend, which we afterwards found out was the *Nippon*, opened fire as fast as she could and sheered close into us, so close that her boarders were called away twice, and a slanging match went on between us, like that sometimes to be heard between two penny steam-boat captains on the Thames. She closed the dispute by shooting away our fore mast, exploding a shell in our bunkers, and, when we began to leave her astern, by treating us to grape and canister. It was a miracle that no one was killed.

IT WAS, I THINK, on our sixth trip out in the little *Banshee*, when soon after daylight we had got safely through the fleet, and I was lying on a cotton bale aft, that Erskine, the chief engineer, suddenly exclaimed, "Look astern"! I looked, and not four miles from us I saw a large side-wheel cruiser, with square sails set, coming down on us hand over fist.

Erskine rushed to the engine-room, and in a few moments volumes of smoke issuing from our funnels showed that we were getting up all the steam we could—almost too late, as with the freshening breeze the chaser (which we afterwards found out to be the well-known *James Adger*, a boat subsequently sent to cruise in search of the *Alabama*) so rapidly overhauled us that we could distinctly see the officers in uniform as they stood on the bridge; each one, doubtless, counting his share of the prize money to which he would soon become entitled.

"This will never do," said Steele, who, although it put us off our course to Nassau, ordered the helm to be altered, so as to bring us up to the wind. We then soon had the satisfaction of seeing our enemy obliged to take

in sail after sail, and a ding-dong race of the most exciting nature right in the wind's eye commenced.

The freshening breeze and rising sea now seemed to increase the odds against our, the smaller, boat, and so critical did matters become, and so certain did capture appear, that I divided between a passenger we were carrying on this trip, Steele, and myself sixty sovereigns which I had on-board, determined that when captured we wouldn't be penniless. As the weather grew worse we found ourselves obliged to throw overboard our deck cargo in order to lighten the boat. This was done as quickly as possible, heart-breaking though it was to see valuable bales (worth from 50 to 60 pounds apiece) bobbing about on the waves.

Having got rid of our deck cargo, we slowly but steadily began to gain in the race. It was an extraordinary sight to see our gallant little vessel at times almost submerged by green seas sweeping her fore and aft, and the *James Adger*, a vessel of 2000 tons, taking headers into the huge waves, yet neither of us for a moment slackening speed, a course we should have thought madness under ordinary circumstances. One of the junior officers stood with his sextant, taking angles, and reporting now one now the other vessel getting the best of it.

Suddenly a fresh danger arose from the bearings of the engines becoming heated, owing to the enormous strain put upon them. Erskine said it was absolutely imperative to stop for a short time. But by dint of loosening the bearings and applying all the salad oil procurable mixed with gunpowder they were gradually got into working order again, all in the engine-room having assisted in the most energetic manner at this crucial moment.

The chase went on for fifteen weary hours—the longest hours I think I ever spent!—until nightfall, when we saw our friend relinquish her pursuit.

AS SOON AS THE NIGHTS were sufficiently dark we made another start for Wilmington, unfortunately meeting very bad weather and strong head winds, which delayed us; the result was that instead of making out the blockading fleet about midnight, as we had intended, when dawn was breaking there were still no signs of them. Capper, the chief engineer, and I then held a hurried consultation as to what we had better do. Capper was for going to sea again, and if necessary returning to Nassau; the weather was still threatening, our coal supply running short, and, with a leaky ship beneath us, the engineer and I decided that the lesser risk would be to make a dash for it. "All right," said Capper, "we'll go on, but you'll get well peppered!"

We steamed cautiously on, making as little smoke as possible, whilst I went to the masthead to take a look round: no land was in sight, but I could make out in the dull morning light the heavy spars of the blockading flagship right ahead of us, and soon afterward several other masts became visible on each side of her.

At last, to my great relief, I saw Fort Fisher just appearing above the horizon, although we knew that the perilous passage between these blockaders must be made before we could come under the friendly protection of its guns. Suddenly, we became aware that our enemy had found us out; we saw two cruisers steaming towards one another from either side of us, so as to intercept us at a given point before we could get on the land side of them. It now became simply a question of

CONTEMPORARY drawing shows interior of ship constructed during Civil War. Wood, steel ships were built.



speed and immunity from being sunk by shot. Our little vessel quivered again under the tremendous pressure with which she was being driven through the water.

An exciting time followed, as we and our two enemies rapidly converged upon one point, others in the distance also hurrying up to assist them. We were now near enough to be within range, and the cruiser on our port side opened fire; his first shot carried away our flagstaff aft on which our ensign had just been hoisted; his second tore through our forehold, bulging out a plate on the opposite side. Bedding and blankets to stop the leak were at once requisitioned, and we steamed on full speed under a heavy fire from both quarters. Suddenly puffs of smoke from the fort showed us that Colonel Lamb, the commandant, was aware of what was going on and was firing to protect us; a welcome proof that we were drawing within range of his guns and on the landward side of our pursuers, who, after giving us a few more parting shots, hauled off and steamed away.

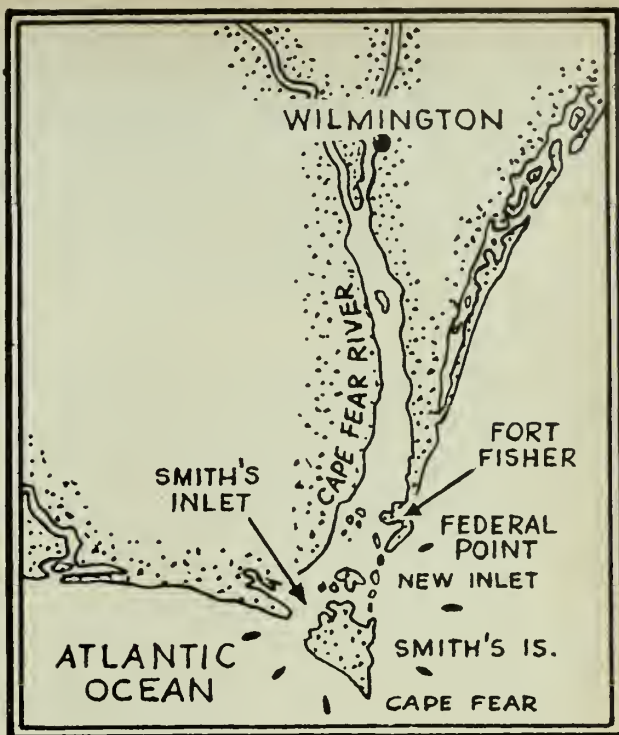
AFTER REPAIRING THE SHOT HOLES and other damage, we were under the impression that no further harm from running ashore had come to her, as all leaks were apparently stopped and the ship was quite tight. The result proved us to be sadly wrong on this point. After loading our usual cargo we started down the river all right, and waited for nightfall in order to cross the bar and run through the fleet. No sooner had we crossed it and found ourselves surrounded by cruisers than the chief engineer rushed on to the bridge, saying the water was already over the stoke-hole plates, and he feared that the ship was sinking. At the same moment a quantity of firewood which was stowed round one of the funnels (and which was intended to eke out our somewhat scanty coal supply) caught fire, and flames burst out.

This placed us in a pretty predicament, as it showed our whereabouts to two cruisers which were following us, one on each quarter. They at once opened a furious cannonade upon us; however, although shells were bursting all around and shot flying over us, all hands worked with a will, and we soon extinguished the flames, which were acting as a beacon to our foes.

We had still the other enemy to deal with; but our chief engineer and his staff had meanwhile been hard at work and had turned on the bilge-injection and donkey pumps. Still, the leak was gaining upon us, and it became evident that the severe shaking which the ship got when run aground had started the plates in her bottom. The mud had been sucked up when she lay in the river at Wilmington, thus temporarily repairing the damage; but when she got into the seaway the action of the water opened them again. Even the steam pumps now could not prevent the water from gradually increasing; four of our eight furnaces were extinguished, and the firemen were working up to their middles in water.

The weather became worse and worse and the wind increased in force until it was blowing almost a gale. Things began to look as ugly as they could, and even Capper lost hope: I shall never forget the expression on his face as he came up to me and said, in his gruff voice, "I say, the beggar's going, the beggar's going," pointing vehemently downwards. "What the devil do you mean!" I exclaimed. "Why, we are going to lose the ship and our lives too," was the answer.

In order to save the steamer and our lives we decided that desperate remedies must be resorted to, so again



PLAN of Wilmington Harbor shows area where *Banshee* got into trouble running blockade. Harbor finally closed.

the unlucky deck cargo had to be sacrificed. The good effect of this was soon visible; we began to gain on the water, and were able, by degrees, to relight our extinguished fires. But the struggle continued to be a most severe one, for just when we began to obtain a mastery over the water the donkey-engine broke down, and before we could repair it the water increased sensibly, nearly putting out our fires again. So the struggle went on for sixty hours, when we were truly thankful to steam into Nassau harbour and beach the ship. It was a very narrow escape, for within twenty minutes after stopping her engines the vessel had sunk to the level of the water.

★ ★ ★

Although the vessel was later raised and repaired, it was never quite the same again. The ship was subsequently sold and the blockade runners continued in various other ships until the port of Wilmington was closed by the Union Navy.

The Federal blockade was highly effective. During the first year of its existence the blockading squadrons grew from a mere handful of units to a force of nearly 200 vessels of all classes, and thereafter continued to increase steadily to a total of about 475 at the end of the war. During 1861 nearly 150 vessels were captured or destroyed and as the war progressed, this number increased to a total of about 1500 vessels of all classes.

*As a result, despite the attempts of vessels such as *Banshee*, increasingly great pressure was applied to the economic structure of the South. With the virtual stoppage of cotton exports, which dropped from 2,800,000 bales in 1861 to 168,000 bales in 1863, the principal export source of southern wealth vanished and, a year later, a point was reached where taxes could not be paid and metal, munitions and medicine virtually unobtainable.*

TAFFRAIL TALK

SHIPMATES HELPED a Navyman's family to have a pretty nice reunion at Barber's Point recently.

It just happened that, the day before his family was scheduled to arrive from the States, all of the sailor's available cash—\$90.00—was stolen from his wallet. It could be serious enough under any circumstances, but in this case it meant a rough homecoming for his family.

That's when his shipmates entered the picture. The squadron turned to and passed the hat to the tune of \$91.00. Their contribution didn't take much from any one man, but it made a lot of difference to the sailor on the spot.

Come to think, it usually doesn't take much to be a good shipmate. But it pays high in satisfaction to all hands.

★ ★ ★

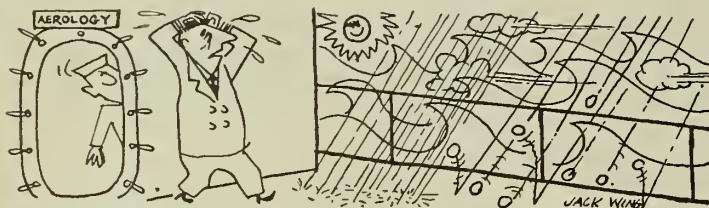
In much the same vein is a letter received by the CO of VR-5, NAS Whidbey Island from the editor of a local paper:

"I wish to call your attention to the heroic action of Robert McDonald, ADAN, USN, who this morning made repeated dives in 20 feet of water in an attempt to save a fisherman whose boat overturned in Blue Lake.

"Mr. McDonald, in disregard of his own safety and in an attempt to help a complete stranger, risked his life in the venture. I believe that incidents of this type reflect a great deal of credit on the training your men receive. I hope there is some way that some sort of official commendation may be entered on Mr. McDonald's record.

"My congratulations to you, sir, on the fine young men under your command."

Since he was off duty at the time, McDonald hadn't bothered to mention the incident to anyone at the air station.



All hands of USS *Sanborn* (APA 193) really had a subject for discussion in the weather. During exercises in the sunny Mediterranean, within an hour and a half, the ship was bathed in sunshine and then pelted by heavy rain, hailstones the size of marbles, snow flurries and gusts of wind up to 55 knots.

★ ★ ★

This matter of advancement in rating has been watched with more than routine interest by several members of ALL HANDS' staff. Career men Bob Ohl and Rudy Garcia both found their names on the chiefs' list. John Stiller and Chan Tom were named to YN3.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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Distribution: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

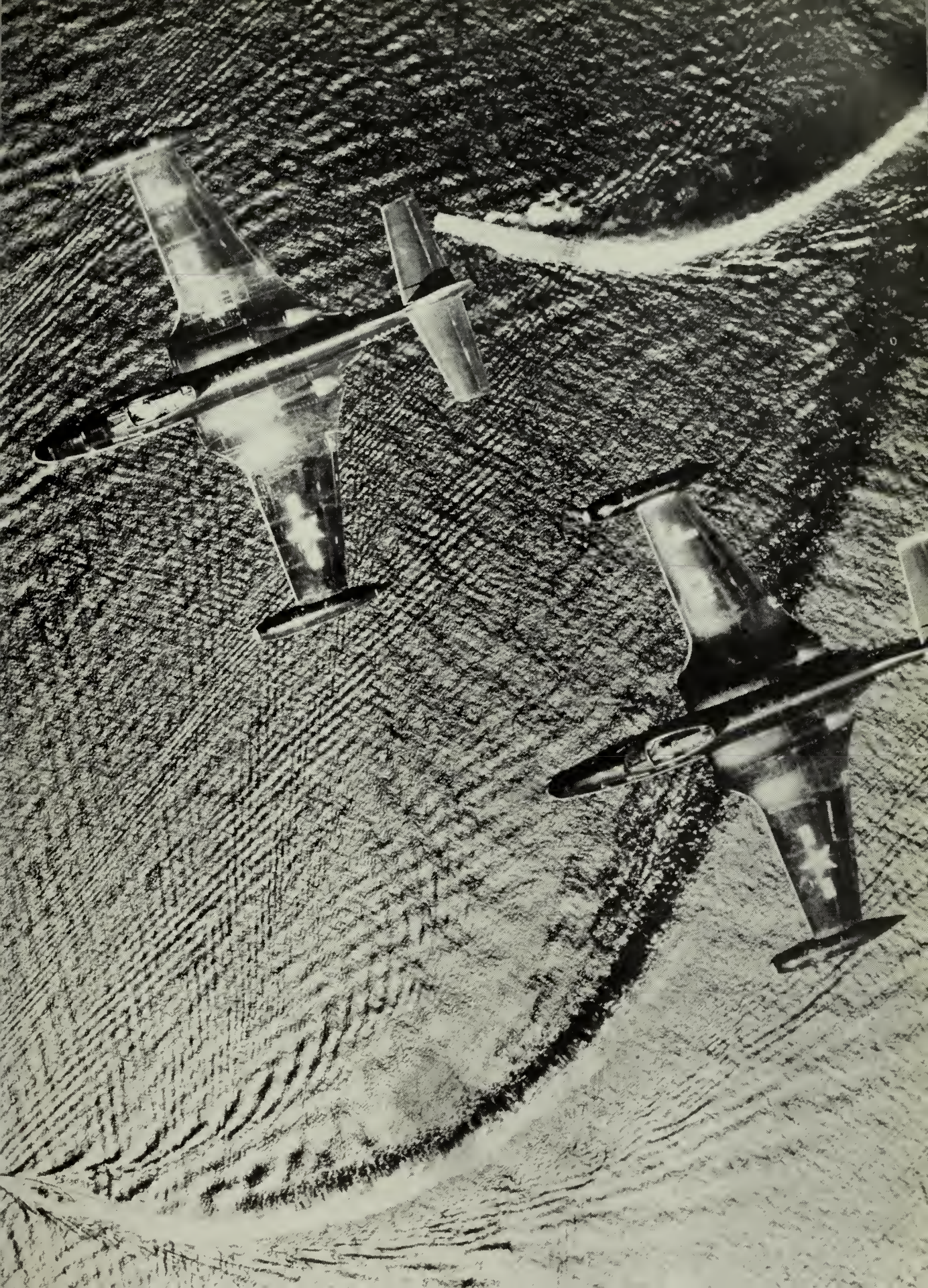
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Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to the magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: BANSHEES circle far above USS *Lake Champlain* (CVA 39) while USS *New Jersey* (BB 62) cuts a curving path through glassy waters at bottom of photograph.



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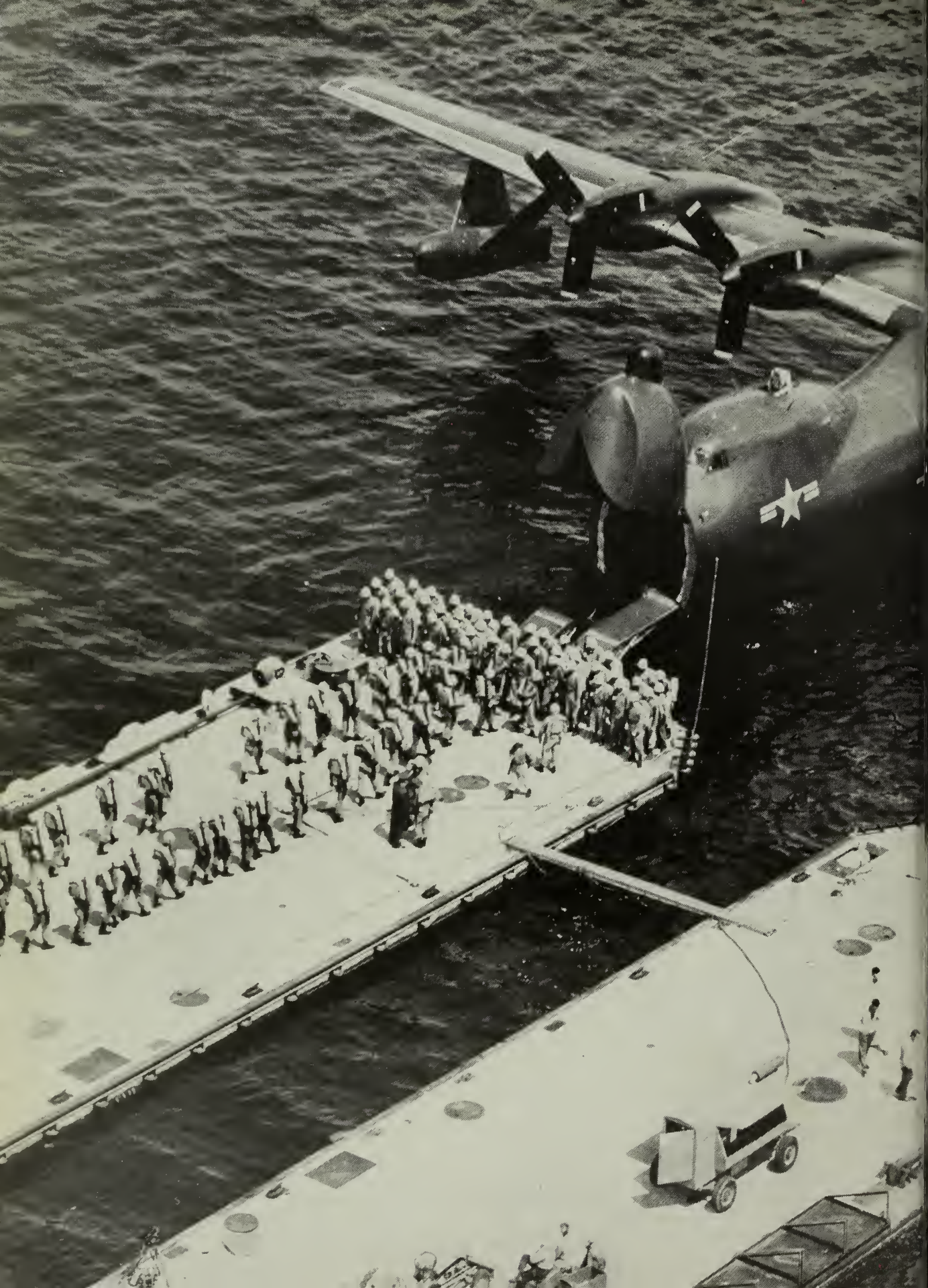
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AUGUST 1955





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

AUGUST 1955

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NUMBER 462

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The Chief of Naval Personnel

REAR ADMIRAL MURR E. ARNOLD, USN

The Deputy Chief of Naval Personnel

CAPTAIN L. C. HEINZ, USN

Assistant Chief for Morale Services

TABLE OF CONTENTS

It Takes Talent to Make a Good Mess	2
Atomic Sailors	7
The Word	8
Twenty Brings Plenty in Fleet Reserve	10
Chief Is Skipper of One Truck, Dozen BBs	13
Escape and Evasion	14
Citizen Submariners Take Her Down	16
Rotating Buoys Make Two-Year Cruise	19
Servicescope: News of Other Services	20
Letters to the Editor	22
Crew Likes IFS's Good Looks	28
Special Feature:	
How to Keep Your Uniform Shipshape	29
Chart: How to Mark Your Navy Uniform	32
Today's Navy	34
Bulletin Board	
Living Conditions in San Diego Area	38
Assignments to New Construction or Conversion	38
Revised Rules on Temporary Storage of Household Goods	39
Here's List of Schools Open to Officers and Enlisted Personnel	43
Directives in Brief	57
Book Reviews	58
Book Supplement	
David Porter's Own Journal	59
Taffrail Talk	64

LCDR F. C. Huntley, USNR, Editor

John A. Oudine, Managing Editor

Associate Editors

G. Vern Blasdel, News

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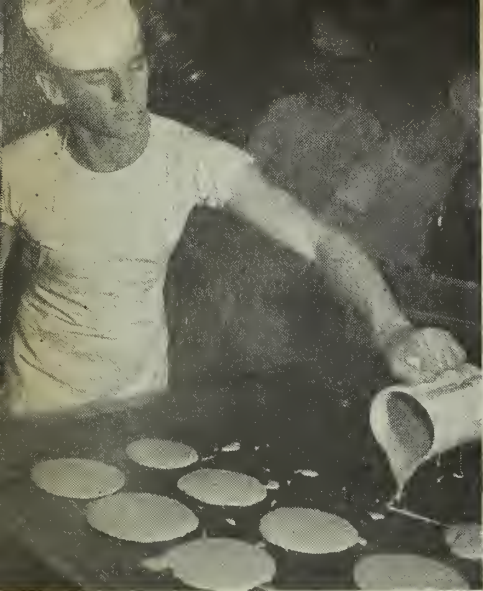
French Crawford Smith, Reserve

Don Addor, Layout

• **FRONT COVER:** SIXTEEN SIDEBOYS render honors in unusual ceremony. Eight sideboys flank side of USS Des Moines to salute VADM Thomas S. Combs, USN, coming aboard, as eight officer "sideboys" flank USS Salem's bow in parting gesture from his former flagship. VADM Combs is currently serving as Deputy Chief of Naval Operations (Air).

• **AT LEFT:** HIGH FLYING LST opens mouth to 'swallow' Marines who are assembling after a practice assault landing from the large plane. The 80-ton Navy transport, R3Y2, can carry 103 men.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photos on pages 16 and 18, lower two, are by Milwaukee Sentinel. Photo top of page 17, is by Milwaukee Journal.



MEN BEHIND YOUR MEALS give you the best on land or sea from pancakes to peanut butter cookies (right) made at sea.

It Takes Talent to Make a Good Mess

WHEN YOUR BUGLER blows "Come and get your chow boys, come and get your chow," you know another meal is ready to be served. You double-time for the mess line, so you can finish your meal early and have a few minutes of sack time before turning to again. If the call is a few minutes behind schedule, you're ready to tell the whole world that you're unhappy about it.

You haven't given the meal a moment's thought until you've gotten close enough to the serving line to read the menu. Maybe you gripe because it's corned beef and cabbage again, and you're getting tired of it. But on the other hand, you may be having steaks to order. If the meal is satisfactory, you forget about it. If it isn't, you gripe. Chances are, that's the extent of your interest in your food.

If that's your case, it's time you more fully understood the system which makes it possible for you to enjoy fresh meats and frozen strawberries instead of salt pork and hard-tack while overseas. The next meal may taste better.

Plans for that meal you've just enjoyed actually began long ago back in the States. And, like any other operations on board ship or station, men, machines and materials are needed.

Here are the men who convert the crates, boxes and barrels of raw provisions into the well-balanced nutritious meal you've just eaten:

On a typical large ship such as a

cruiser, for example, a Supply Corps officer will be designated as commissary officer. Below him in the ship's organization you will find a first class or chief commissaryman in over-all supervision of the general mess. He oversees storage of supplies, their preparation and serving, and advises the Supply Officer on replenishment of provisions. Most likely he will assist in inspecting the delivered goods (for quantity), and he also prepares the weekly menus for the commissary officer's check, and final approval by the commanding officer.

Then there may be five men directly responsible to the chief:

- *Senior Cook*, who acts as a sort of "first lieutenant" to the chief. He regulates the watches and plans the work to be performed in the galley, although each galley watch also has its own "watch captain."

- *Senior Butcher*, a commissaryman who is detailed for duty in the meat cutting room, to cut and issue all meat for the galley and special messes.

- *Senior Baker*, who takes charge of all bake shop activities.

- *Spud Coxswain*, a commissaryman detailed to handle the duties of preparing fruits and vegetables for the daily menu. He is in charge of the vegetable preparation room and performs his duties with the assistance of mess cooks.

- *Jack-o'-the-dust*, a commissaryman or storekeeper (perhaps a striker) who is detailed to the issue room

and reefers. Aside from such items as "keeping it clean" in the various storage spaces, and keeping an eye on the temperatures of meat boxes and other cold storage spaces, the jack-o'-the-dust is responsible for filling requisitions turned in to the issue room.

Each of the galley watches will also have a "captain" who works directly under the senior cook or the chief commissaryman. These "watch captains" have direct charge of the commissarymen, strikers and messmen detailed to their watches.

The handy-man in the commissary organization is the mess cook—usually he is assigned from the divisions aboard at the rate of one man for each 20 subsisted in the mess. Normally detailed for a three-month tour of duty, the mess cooks are supervised by the mess deck masters-at-arms, who also maintain order in the messing spaces. The MAA-mess cook combine takes charge of the food serving spaces, the scullery and the garbage disposal room. They bear the responsibility for the proper cleaning of these spaces and all food service equipment not directly under the cognizance of galley personnel.

To supply these commissarymen with the know-how to turn raw supplies into first-rate meals, this Bureau and the Bureau of Supplies and Accounts have cooperated in setting up several schools.

The Class "A" schools are located at Newport, R. I., and San Diego, Calif. The 15-week course is divided



COMMISSARYMEN include bakers, cooks and butchers. In addition to everyday meals, they supply a fancy touch.

into five weeks of classroom instruction and ten weeks of practical instruction, half in laboratory galleys and half in operational galleys located on the two stations. Operational bake shops, meat-cutting and vegetable preparation rooms are also used in the practical sections of the course, with students working regular shifts as cook strikers.

Students in the "lab galleys" do small-quantity cooking under close supervision. These miniature galleys are arranged to accommodate four students per unit, with each unit providing a griddle, a deep-fat fryer, an oven and one steam-jacketed kettle for each two students.

At present the only Class "B" school is located at Newport, but plans are underway for establishing a counterpart at San Diego. The "B" school trains personnel in the professional requirements for CS 1 and CSC. Courses here are also of 15 weeks' duration, with approximately one third of the time being spent in classrooms, studying the theories involved in cooking, baking, meat-cutting and general commissary department work.

The steward's mates who operate the Wardroom Mess and such private messes as the Flag Mess, Captain's Mess, and Warrant Officer's Mess are trained at Class "P" schools. These are located at the training centers in San Diego, Great Lakes and Bainbridge.

The best-trained personnel, however, can't do much without equipment; the electric and oil ranges, scales for weighing, refrigerators, electric mixers and machines to cut

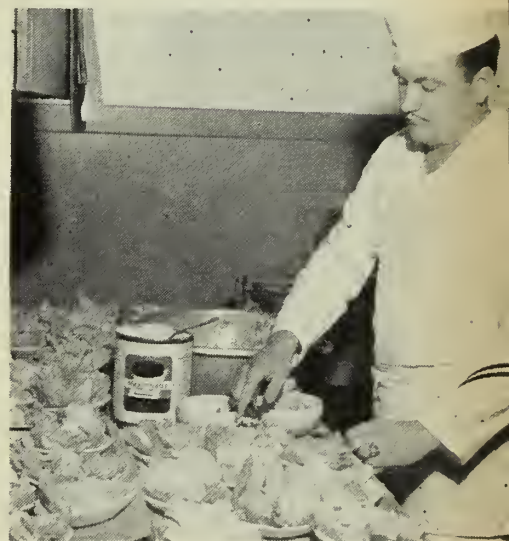
butter into individual portions; coffee urns which vary in size from eight to 100 gallons, deep-fat fryers and steam-jacketed kettles — the familiar "coppers" which vary from 20 to 150 gallons' capacity; food choppers and vegetable peelers (which can peel more potatoes in five minutes than you can peel by hand in an hour), dicers and steamers, electric meat grinders, saws and slicers and cube steak machines are frequently used.

In addition to these tools of the trade, installed in the galley, or the bake and butcher shops and the vegetable preparation room, your galley staff also has the "Navy Recipe Service" — (NavSandA Publication 7) which gives your cooks and bakers full directions for preparing everything from asparagus to zucchini.

These recipe cards are set up on the basis of 100 men; for instance, one recipe specifies that 40 pounds of boneless beef will make 100 portions of French pot roast. By using a little simple arithmetic your commissaryman can figure the amount needed for any multiple or fraction of that number—so food won't be wasted by over-preparation.

Included among the recipe cards, incidentally, is one for that standard Navy joke—baked beans. But there's evidence that those beans are pretty good: Recently the Commissaryman School at San Diego received a letter from a retired Marine, praising the memory of the baked beans served him on Guam during the 1920s and asking for the recipe. He wrote that he plans to convert the recipe to feed his four-man family.

But no matter how well-equipped



SPUD COXSWAIN prepares fruits and vegetables. Below: Commissary teamwork equals meal 'fit for a king.'





BAKER'S JOB varies from 1900 loaves per meal on BB to making mud field oven to supply fighting men on land.

the galley or how well-trained the personnel, your ship must have a steady supply of provisions—meats, fruits and vegetables, both canned and fresh, and in dozens of forms. These provisions must be readily available when your ship needs them, or you're likely to go hungry. And they must be in first class condition to prevent the possibility of contamination.

The job of keeping your galley supplied with a sufficient amount of first-rate food begins with the U. S. Navy Provisions Supply Office in the nation's capital. PSO not only is responsible for seeing that the correct amounts of the hundreds of items on Navy's provisions list are bought; it also oversees their distribution throughout the world.

Under the PSO are seven Navy

CHIEF COMMISSARYMAN oversees the galleys and serving. He advises the supply officer on ship's food needs.



Area Provisions Supply offices, located in different parts of the country. These offices handle the provisions requirements for the 22 stock points and depots which distribute food to stateside naval activities and ships, and five overseas installations which supply bases and ships outside the continental limits.

The bulk of your food supplies comes from these shoreside activities, or from the supply ships which perform a "shuttle service" between the Fleets and various supply activities. However, there are several other methods of procurement, particularly for fresh fruits and vegetables. One of these is to buy directly from dealers who have contracts with supply activities.

Another local procurement system is in operation at the General Supply Depot, Naval Supply Center, Pearl Harbor. Pearl's GSD contracts with Hawaiian farmers for more than a million dollars' worth of fresh fruit and vegetables yearly. These are used in island messes and for issuance to passing ships—fresh produce which has been away from the farm no more than two days.

But to get back to the ships operating overseas—and how your galley personnel manage those fresh salads after a number of days at sea. ComServLant, operating out of Norfolk and Newport, is the main source of logistics for ships operating out of East Coast ports, while ComServPac is the principal agent for Pacific area shore and Fleet activities.

ServPac, for instance, provides the mobile reefer support to ships in the far Pacific (although by an inter-service agreement naval activities

ashore in Japan and Korea receive reefer support from the Army, while the Navy supplies other branches of the armed forces on Guam).

Both naval Service Forces use reefers such as *uss Graffias* (AF 29), which can carry 1000 tons of "chill," 600 tons of "freeze" and 950 tons of "dry" provisions. A full load usually consists of 24 items of chill, 29 items of freeze, 28 items of quick freeze and 130 items of dry provisions. *Graffias* has partially replenished as many as 20 ships a day at sea.

Regardless of where your provisions come from, however, they are rigidly inspected before they turn up in your ship's galley.

All meat products delivered to the Navy in the U. S. are inspected at their destination by an inspector of the U. S. Department of Agriculture. The origin inspection may be performed by either the Army Veterinary Corps or the USDA, (and comply with the quality standards prescribed by the Navy).

Fresh fruits and vegetables—most of which are bought somewhat green so that they will withstand shipment better—also undergo the same inspection system. For instance, five USDA inspectors are stationed at NSC, Oakland, Calif. It's their job to see that the food delivered to your ship is in the best possible condition. Meats or melons, cabbages or cauliflower, they are all inspected at Oakland — although they may already have been inspected at the point of origin.

And how does your commissary officer know what supplies to take aboard? Or how much will be needed for a 30-day cruise? In the beginning, BuSandA knows that the



GOOD SERVING techniques add to flavor. While commissarymen 'dress up' food new messes help to increase habitability.

men who run Navy ships must have well-balanced meals, so experts were called in to set up a diet system which furnished all the needed vitamins, minerals and proteins. The result was the Navy Ration Law, which prescribes the amounts of each food category fed to each man daily.

While this ration is used only as a guide on small ships feeding on a "money ration allowance," it is a requirement on large ships which operate with central storerooms (it is also required on shore stations). Here are some examples of what the standard ration calls for: In one day you get 12 ounces of soft bread or flour (in gravy, perhaps, or dumplings) or eight ounces of biscuit; 12 ounces of preserved meat, 14 ounces of salt or smoked meat or 20 ounces of fresh meat, fish or poultry. You also get two ounces of coffee or cocoa, or one-half ounce of tea. As for milk, Public Law 690 temporarily increases fluid milk ration by eight ounces above normal use; one ounce of powdered milk or four ounces of evaporated—and unless the milk is fresh, it is likely to be used in the preparation of other foods. The standard ration also contains set amounts of such foods as butter, cheese, eggs and cereals, sauces and sugar.

Vessels operating with a complement of less than 150 men and under unusual conditions may have these allowances increased by the Secretary of the Navy. The Navy ration allowances do not apply to such "private messes" as the Captain's Mess, Wardroom or WO Mess, since the members of these messes must pay for the food they consume.

In addition to the Navy Standard

Ration, the Navy Menu Service includes a Provision Requirements Table. This table tells the officer in charge of ordering your supplies just how much of each item is needed to feed that menu to 100 men over a 30-day period. Here again, a little simple arithmetic will give the requirements for any multiple or fraction of the basic number.

What you have just read gives you an idea of the system needed to feed you and your shipmates "three squares" a day, day in and day out. However, there's a good bit more to the story—such things as continual research into methods of freezing and packaging foods, so that your ship can carry more and better provisions in the limited space available. Such items as dehydrated and concentrated soups, "prefabricated" meat cuts and boneless beef are examples of these tasty space savers. There also are super-concentrated fruit juices which require little more than one-fourth of the space needed for ordinary canned juices.

The importance of squeezing better food into smaller packages is best seen by looking at the amounts of food required to feed a crew. Take the case of *uss Norfolk* (DL 1), which feeds approximately 400 crewmen each meal. For those 36,000 meals per month (more or less), *Norfolk's* cooks must prepare some 11,000 pounds of meat, 21,000 pounds of vegetables (including 7,500 pounds of potatoes), 2,100 pounds of fresh fruit and 1,200 pounds of coffee.

And in an average month a large ship, such as *uss Wasp* (CVA 18) will serve approximately 10 tons of

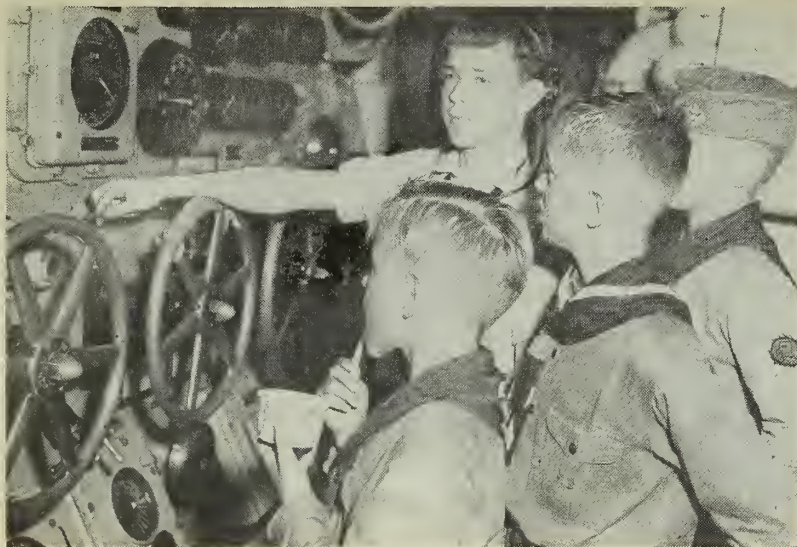
beef—as steaks, stew meat, meat loaf or roast beef. Potatoes are consumed at the rate of 20 tons a month and 24,000 loaves of bread are baked each month. Even so, thanks to improved food packaging and freezing of luxury items, *Wasp* is able to serve a ton and a half of strawberries—while using only a ton of dry beans.

Improvements are not limited to provisions, however. The Provisions Supply Office has set up Field Food Service Teams on both coasts. These teams, composed of a Supply Corps officer and four CSCs each, are especially selected and trained to provide on-the-job training to your galley personnel in preparing and serving food that both looks and tastes good.

After observing your galley or messhall operations for a couple of days, the team goes to work on the

NAVY COOKS learn how to provide the best on special training unit in lab galley at supply school classes.





PART OF GROUP of boy scouts in Formosa area get word on *USS Rochester's* engineering plant from Edward N. Green, MM3, USN, while guests of ship.

Scouts (and Guides) Find New Trails in Cruiser

You really think you know your ship, right down to the smallest item, until a twelve-year-old destroys the illusion by asking you about details you've never noticed. That's the experience the sailors on the heavy cruiser *USS Rochester* (CA 124) had when they were hosts to 57 American and Chinese Boy Scouts and their troop supervisors. The guests were on a two-day cruise from their homes in Formosa to Okinawa.

The boys boarded the cruiser while she was anchored in Keelung, Formosa. Preparations to receive the youngsters were begun several days earlier. A living compartment was set aside for their use and special watches were instructed and posted to make sure none of the Scouts wandered too close to the lifelines. Pamphlets containing general information about the ship were stacked and ready. Volunteer escorts had shined their shoes and the ship was spruced up.

But no one was quite prepared for the arrival. Carrying Indian masks, bananas, flags, knot-tying exhibitions, cameras, Formosan soft drinks, baseball caps, and a surprisingly small amount of clothes, they all saluted the national ensign and the officer of the deck as they came aboard.

Then the youngsters took over. The petty officer escorts, one assigned to each five boys, helped

them stow their gear below. Tours of all the major spaces on the ship took up most of the afternoon. The Scouts, asking questions by the dozen, led the escorts from the bridge to the engine rooms, from the anchor windlass to the crane on the fantail. Guides were frank to admit they went to spaces they themselves had never entered before, though their average time on board is more than two years.

Major points of interest were the pilot house and the radar on the ship's bridge. All of the Scouts wanted to take a turn at the wheel, and watching the image on the radar scopes kept them occupied for a long while. It was only a few hours till the boys began turning up wearing white hats and with an ice cream sundae in one hand.

The boys left the ship after lunch on Sunday. Their exhausted guides helped them get their gear into the shore boat. After the Scouts rendered honors to the ship as they left the side, the scorecard was totalled.

Fifty seven hits, no errors, and a good time all around.

For *Rochester* the Formosa-to-Okinawa trip was a short rest between operating periods. Now on her fifth tour of duty in the Far East since the outbreak of the Korean War, *Rochester* has been on maneuvers with Task Force 77 and training exercises at sea.

—LTJG R. E. Morris, USNR.

"weak" spots, improving the service or preparation of your meals. Team visits usually last two weeks and include formal instruction periods for commissarymen and messmen, as well as on-the-job assistance.

The receiving station mess hall at Philadelphia is a good example of what can be done to improve the efficiency and "habitability" of station messes. Improvements at Philly include new terrazzo decks, formica table tops, corrugated glass partitions over the new stainless steel serving lines, salad and fruit bars and new stainless steel silverware dispensers coupled with a system of rinse, wash and sterilization which provides clean, sterile silverware, untouched by human hands from the time it enters the dishwasher until it is selected for use by the men. Continuous dinner music and warmer lighting add color and create atmosphere.

Ships operating with the Fleet also are getting into the habitability swing, with such items as colorful formica-topped tables, upholstered benches and seats.

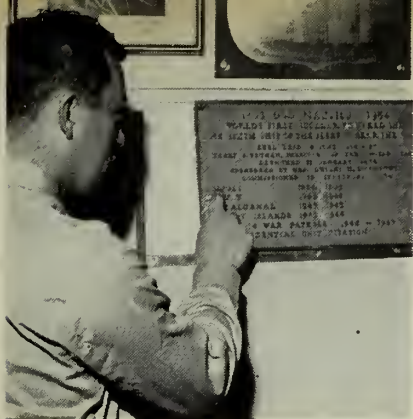
So there you are, sitting down to a dinner that may include cream of tomato soup, roast beef, mashed potatoes, broccoli, tossed green salad, hot rolls, strawberry shortcake and coffee—and you're 500 miles from nowhere.

Behind that meal lie the personnel training and supply system you've just read about—and a lot of hard work. After the provisions were purchased, a number of different people inspected them for quality and quantity. Crewmen from your ship had a hand in bringing them aboard and stowing them properly. Then, long before reveille, your cooks and bakers and mess cooks were busy turning out breakfast.

Every time your ship hits a bit of rough weather their job becomes more complicated; battle messing or general drills can also foul up the detail. Extended operations without reprovisioning is likely to leave your galley with few of the better-liked items of food.

But whatever the operating conditions your Commissary Department must turn out three meals a day—and listen to a lot of griping if the food isn't topnotch. It's an exacting, difficult task, but the Navy's "sea-going chefs" know their onions—and a lot of other food items as well.

—Barney Baugh, JO1, USN.



NAUTILUS SKIPPER, CDR Eugene P. Wilkinson, USN, points out history behind his sub's name on bulkhead plaque. Right: Crewman hoists flag on ship's deck.

Atomic Sailors

WHAT WILL the atomic sailor of tomorrow look and be like? This question, in face of today's frequent discussions of nuclear propulsion on land and sea in the world of the future, has produced some weird speculations when discussed around the joe pot on today's Navy vessels.

The writers of science fiction would have us picture this atomic sailor as some kind of astounding creature attired in even more astounding mechanical gear, controlling his domain through a series of push buttons.

The truth is that nuclear Navy-men will not differ essentially from any of the sailors who are sailing the seas in present day ships.

Take for example the members of the Navy's first atomic crew now sailing in *uss Nautilus* (SSN 571). They wear the same uniforms, eat the same food, and when relaxing play the same old card games as any other bluejackets of the fleet.

Where this atom-splitting seaman will come from is another question that has spurred the imagination. Contrary to any speculations that you might have read in science fiction periodicals, the qualifications do not call for a mushroom-headed gent who has just flown his "saucer" in from another planet. Nor is he likely to be an all-purpose metallic sailor with electronic muscles and brain.

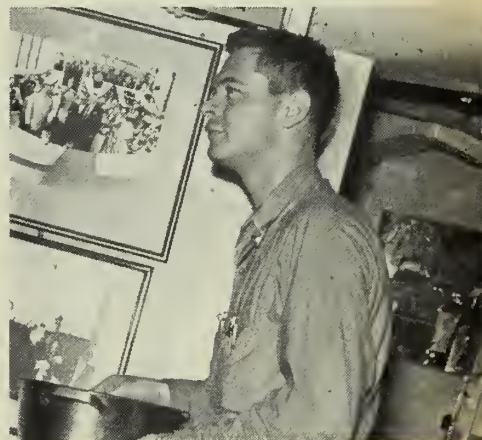
Like the crew of *Nautilus*, the fission sailors of future ships will be picked from the bluejackets now in the Navy in the particular specialties needed. These men will be sent to school to learn about the atomic powered ship they will man.

The next time you fantail sages start to spread the scuttlebutt about this weird looking bluejacket of tomorrow's atomic Navy, remember the power plants using nuclear energy are already turning the screws in the Navy today. That atomic salt in your yarn could turn out to be you.

ATOMIC SAILORS of tomorrow's fleet are exemplified by *Nautilus* crewmen.



'HOT CARDS' are checked out by T. J. Deane, CS3, USN, while shipmate Fred Lowere, EM1, USN, stands by.



'ATOMIC ELECTRICIAN' leans into test dive of *Nautilus*. Below: Forward look-out of first atomic crew mans station.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **TRAILER ALLOWANCE** — Procedures for payment of the recently authorized trailer allowance have been set forth in NavCompt Inst. 7290.1. The instruction states that payments should be made locally by disbursing officers, although DOs afloat and ashore outside continental U.S. may forward claims to the Navy Regional Accounts Office, Washington, D.C., for payment when a highway mileage guide is not available.

Trailer allowance payments will be made on a Travel Voucher (Standard Form 1012), which must be accompanied by the original and two copies of the applicable travel orders. Claimants must also furnish a certificate showing date the house trailer was

acquired and dates and places between which it was transported for use as a residence at destination. And if a commercial firm moves the trailer, the claimant must submit a bill, receipt, invoice or other documentary evidence of that fact.

Volume IV, *NavCompt Manual*, is being revised to include the trailer allowance payment procedures.

• **LDO SELECTIONS**—The selection board for Limited Duty Officers has announced that 194 Regular Navy enlisted men and temporary officers have been nominated for appointment as LDO, with those selected slated to receive the permanent rank of ensign on or about 19 Sep 1955.

A total of 1271 applications were screened in this year's selection to pick the new LDOs. Last year 122 appointments were made under this program and this year's increase brings the total number of limited duty officers in the Navy to more than 1550.

Those selected will be ordered to a special indoctrination course at the Officer Candidate School, Newport, R. I.

A breakdown of the selections shows that there were 10 nominated for deck category, 14 in ordnance, four in administration, 26 in engineering, four in hull, 59 in electronics, three in aviation operations, four in aviation ordnance, 10 in aviation maintenance, 32 in aviation electronics, six in aerology, 20 in the Supply Corps and two in the Civil Engineer Corps.

• **NAVY ON TV** — A pilot film has been completed and approved and further scripts are being prepared for a 26-week nationwide television show based on the Navy. Known as "Navy Log" the program will be sponsored and will cover all phases of naval activity, dramatizing true stories of the men, women, teamwork and tradition that make up Uncle Sam's sea service. "Navy Log" has been approved by

the Department of Defense and the Navy Department. The Chief of Information, Navy Department, has been designated as coordinator for the series.

Production of the films is expected to be completed during the period 1 Jul 1955 through 1 Jan 1956, with shooting schedules planned so that portions of several episodes may be completed during a single period aboard naval vessels or shore establishments. The first of the weekly programs is scheduled to appear at 2000 EDT, on Tuesday, 20 Sep 1955, over a major network.

All naval commands have been requested to extend cooperation and services consistent with operational commitments and schedules. It is not anticipated that the required services will be extensive, and every effort will be made to request and arrange services well in advance.

All correspondence regarding "Navy Log" should be addressed to the Chief of Information, or an information copy forwarded.

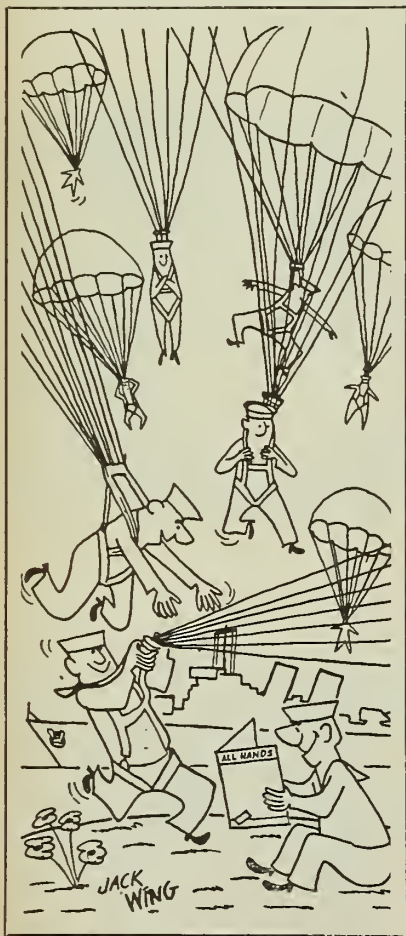
• **CIVIL DEFENSE** — The extent of Naval Establishment participation in Civil Defense pre-attack evacuations has been set forth in OpNav Inst. 3440.7, while Alnav 35 announces Navy adoption of the following CD action signals:

Alert: A steady blast of three to five minutes duration, indicating public action according to local CD plans. In most target areas this will mean evacuation, while in most non-target areas the same signal will mean that Civil Defense forces are to mobilize.

Take Cover: A wailing tone or a series of short blasts of three minutes' duration, indicating an imminent attack and that the public must take the best available shelter.

All Clear: The former Warning White may be eliminated as an audible signal, in which case other means of communication will be used to announce the release from previous conditions of alert.

According to the OpNav instruction, the Navy's evacuation policy is designed to preserve the manpower needed for accomplishing the Navy's mission after the threat of attack has subsided, while considering the demands of active defense and other essential operations at activities immediately before and during an attack. To this end:



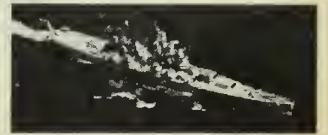
QUIZ AWEIGH

We're at the peak of summer and that's synonymous with vacations for many of you and your families. But you can ill afford to take a vacation from study—learning more about your job and the Navy in general. This month's quiz is fairly easy, being as it's summertime, so "take five" and score 4.0, if you can.



1. This aircraft is the PV-5 Neptune. Airplanes of this type are normally assigned to (a) fighter squadrons (b) patrol squadrons (c) carrier air groups.

2. The Neptune's primary mission is (a) submarine patrol (b) fighter-bomber (c) transport.



3. The hull number of this heavy cruiser is '72'. It is the (a) USS Los Angeles (b) USS Rochester (c) USS Pittsburgh.

4. The thing that makes a cruiser either light or heavy is (a) ship's displacement (b) seniority of commanding officer (c) caliber of ship's guns.



5. Probably the first thing you'll notice about this submarine is the large cylindrical chamber abaft the conning tower. Upon close inspection, you'll find that this is (a) a transport submarine (b) an auxiliary submarine (c) a guided missile submarine.

6. This submarine is the A5SP 313. Since there are only two submarines of this type in the Navy, you'll know that the one above is the (a) USS Sealion (b) USS Perch.

You'll find the answers to this month's quiz on page 57.

1. Personnel assigned to active defense duties, necessary security guards and firefighters, and other personnel performing essential functions should remain at or be recalled to their assigned duty stations.

2. Ships in port should get underway with personnel actually on board and evacuate harbors of critical target areas.

3. Personnel unable to rejoin their ships should report to a predesignated naval evacuee area.

4. The Emergency Recovery Organization of each activity should deploy with equipment to locations outside the probable area of weapons effect.

5. Civilian and naval personnel not otherwise employed should report to designated evacuee assembly areas.

Based on the above policy, subordinate commanders in appropriate localities are responsible to district commandants for preparation and review of uniform evacuation plans, designation of evacuee assembly areas and locations for deployed passive defense components, and coordination of their plans with those of the adjoining community.

Senior officers present afloat will prepare emergency sortie plans for rapid evacuation of naval vessels from critical area harbors, coordinate plans with the commander responsible for the locality, and inform all ships present as to the location of naval evacuee assembly areas ashore.

• **PG SCHOOL APPLICATIONS** — Information and procedures for requesting postgraduate instruction, plus a list of all postgraduate curricula available to Regular Navy officers (and certain curricula available to Naval Reserve officers) have been published as BuPers Inst. 1520.15B.

The information contained in the instruction supplements more detailed descriptions and other information contained in the annual Postgraduate School Catalog, distributed to all major ships, large staffs, unit commanders and certain shore activities. For other information on the Postgraduate School, see ALL HANDS, April 1955, p. 14.

• **CPOs MAKE WARRANT** — Fourteen CPOs have been appointed to the temporary grade of warrant officer W-1. These appointments are the last to be made from the list of selectees which preceded the current list

of 499 eligibles. The new appointments are in the following categories: Surface Ordnance Technician — 3; Electrician — 1; Machinist — 3; and Supply Clerk — 7.

• **WARRANTS PROMOTED** — The Secretary of the Navy has approved a selection board report recommending the promotion of 1271 Regular Navy warrant officers to the following grades: W-4 — 884; W-3 — 88; W-2 — 299.

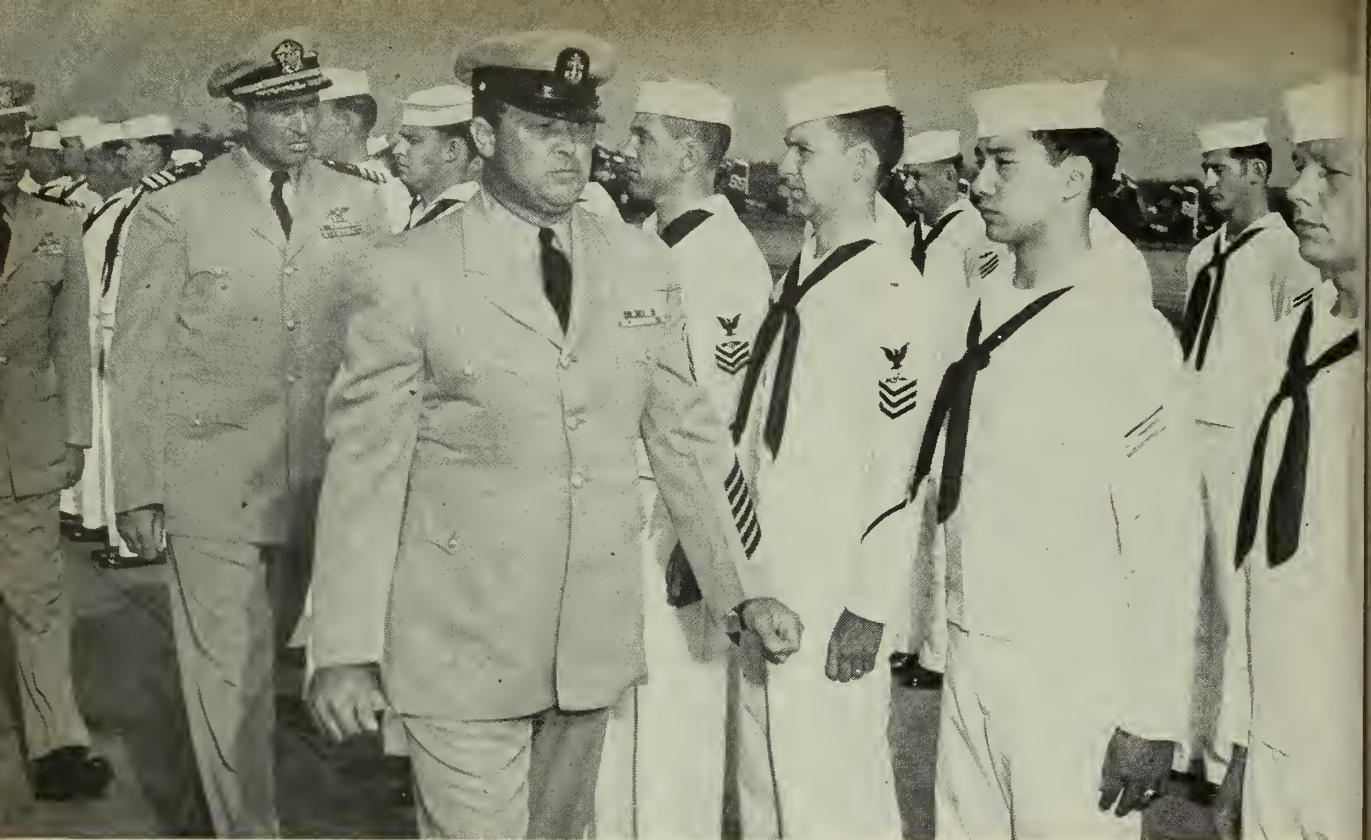
SecNav also approved the promotion of 307 Reserve warrant officers to the following categories: W-4 — 254; W-3 — 49; W-2 — 4.

The selectees will be promoted on reaching their required time in grade.

• **POW CLAIMS DEADLINE** — Navy-men who became POWs during World War II or who lost bank accounts during the occupation of the Philippines are reminded that 31 August is the deadline for filing claims for reimbursement. Requests for application forms should be sent to the Foreign Claims Settlement Commission of the United States, Tariff Commission Building, Washington 25, D.C. Both the POW benefits and compensation for lost bank accounts will be paid from seized assets of enemy governments during WW II. For details see ALL HANDS, July, 1955, p. 7.

• **CPO MESS MANUAL REVISED** — The newly-revised *Manual for Chief Petty Officers' Messes and Enlisted Men's Clubs Ashore* (NavPers 15800) is now available from District Publication and Printing Offices. A required directive for all CPO Messes (both Open and Closed) and EM Clubs which operate under cognizance of the Chief of Naval Personnel, the revised manual contains a number of important changes.

Among these are the following: 1) The officer representative is now designated Mess Treasurer and is responsible for over-all administration of the activity, while the enlisted man or civilian who actually runs the mess or club is designated Mess Manager; 2) the election of officers and appointment of an advisory group is now optional for both CPO messes and EM clubs; 3) elected officers of messes and clubs may no longer hold paid jobs in the mess or club; 4) inspections by the medical officer or his representative are now required.



SECURITY AHEAD, after a job well done. Warren W. Rash, ADC, USN, leaves his unit to join the Fleet Reserve.

Twenty Brings Plenty in Fleet Reserve

INDPENDENT DUTY in the city and state of your choice can be yours in one of the most unique naval organizations in the world today. In addition to your choice of duty, you receive your pay check by mail, are not required to wear a uniform and can work full time for someone else if you are the energetic type.

There are two main requirements: you must be in good health and have at least 19 years and six months of active federal service. The organization is the U.S. Naval Fleet Reserve and right now is the time to start making plans for your own request for transfer to the outfit.

Just what is the Fleet Reserve? Contrary to popular opinion it is not made up of a bunch of chicken farmers. Rather it is an exclusive organization composed of ex-CPOs (and other enlisted men, too) and temporary officers who are in every walk of life and type of work. They can, should another war or national emergency break out, return to active duty without additional training and serve in their specialty.

At present the size of the Fleet Reserve is approximately 15,000, with more than 250 new recruits joining

each month. Most are scattered throughout the U.S. Some have even taken jobs or established homes overseas.

While many of the Fleet Reservists have settled down on farms or in homes they bought during their active duty time in the Navy, fishing, hunting and generally taking it easy, a great many more of them have gone on to the world of private industry or they work in various offices of the government.

A cross section of Fleet Reservists contacted recently in Longview, Wash., disclosed that of 13 in the area, nine were working in civilian industry with four listing themselves as self-employed.

There are three sections of the country that seem to attract more than their share of men in the Fleet Reserve. Florida and California, perhaps because of their mild climates, and Washington, D.C., are all heavily populated with ex-Regular Navymen. In Washington there is hardly a Bureau or large office in the Navy department which doesn't boast at least one Fleet Reservist who has parlayed his Navy experience into a well paid Civil Service position, either in

the administrative field of his specialty or in an operational capacity.

Drawing two pay checks each month, one from the employer and the other from the Navy, makes things pretty nice for them, say the Fleet Reservists. One ex-chief engineer, Howard E. Dewey, who combined his engineering background and an aptitude for writing to secure a good civil service job says, "My retainer pay is buying me a \$20,000 house and allowing me to live very nicely on the salary I receive from my job."

Some of the ex-Navymen still have a yen for travel after they leave the Navy. Take the case of Bill Stomski. At present he, his wife Marge and their dog Goldie II are making a year's tour of the U.S. in their rebuilt pick-up truck which sports living quarters in the back.

Bill, an ex-chief and LTJG, plans to visit every large city, national park and famous landmark throughout the country as well as renewing old Navy friendships along the way. The Navy is also coming in for a little free advertising during the countrywide cruise. Painted on the body of the truck is a simple explanation of how

the Stomski's can afford to take such a trip.

The inscription reads, "The Navy was my career. Ask me about it, I'm retired."

It would be impossible to pick out any one Fleet Reservist and say, "He is a typical Fleet Reservist," since the men who make up this group are as varied as their personalities. In the small city of Madison, Fla., for example, there are seven ex-CPOs. One has purchased a gasoline station with a GI loan, another has built a small store near a good fishing lake and is open for business whenever the fish aren't biting. Two are going to classes under the GI Bill, studying various methods of farming and drawing both a subsistence check from the VA and retainer pay. Two others have joined forces and established a very successful dairy farm, with one responsible for the upkeep of equipment and animals while the other, an ex-chief yeoman, takes care of all the paper work and purchasing. The seventh man spends his time fishing and hunting, occasionally combining pleasure with business by serving as a guide for Northern visitors.

In other parts of the country Fleet Reservists follow quite different lines of work or pleasure, depending upon the area in which they have settled. But there is one thing that every man in the Fleet Reserve has in common with other members of the organization — they all have a feeling of independence which stems from the knowledge that the first of each month will find the mailman dropping by with a pay check. It makes no difference what happens in the world of stores or gasoline stations, nor does it matter if the herd dries up or the fish don't bite, that check comes in just as regular as clockwork.

How do you fit into this picture? Well each year, month and day you spend in the Navy, you are building up an investment which will start paying dividends the day you transfer to the Fleet Reserve. Jack E. Heidi, YN1, usn, put it this way over a coffee pot on board *uss Shea* (DM 30). "I started to get out of the Navy after my first four-year cruise back in 1949. Then I sat down and started to do some thinking and came up with what I think is an amazing set of figures."

"Since I first enlisted in the Navy at the age of 18, I could transfer into the Fleet Reserve at the age of 38 with an assured income of around



ANOTHER STEP toward early retirement is made by six crew members of *USS Zeal* (AM 131) as they take reenlistment oath on ship's fantail.

\$150 per month for the rest of my life. With all the new medical aids and so forth it seems reasonable to believe that I could live to the ripe old age of 68, giving me at least 30 years of seeing the mailman drop my monthly pay check in the mail box."

"That's where my fancy figures come into the picture. I multiplied 30 by \$1800, the amount of my retainer pay per year. The total came to \$54,-

000. Next I divided that by 20, the number of years active service I need to go into the Fleet Reserve, and got the figure of \$2700."

"From that I figured that each year of my active duty is worth \$2700 to me, in addition to all pay and allowances I draw regularly. It is, in a manner of speaking, going into the bank. However, I can only collect it when my 20 is up. Carrying it a little

ADDED BONUS OF TRAVEL in a Navy career is cashed in by Chief Hospital Corpsman and Mrs. A. J. Simonsen as they shop for china in Yokosuka, Japan.





SALTY CREW OF CHIEFS at Naval Examining Center total 1150 years of naval experience. Each year means money in the bank under Fleet Reserve program.

farther it means that at the end of my first cruise I had a bank account of \$10,800 ($4 \times \2700). I just couldn't afford throwing that big a bank account away and at the same time lose the reenlistment bonus, leave pay and what-have-you that you collect when you ship over. The only reason I had given any thought to getting out of the Navy was because of money but I sure couldn't see where I could bank that much money in four years of civilian life."

While money isn't the only reason that men put 20 or more years in the Navy, there is no denying that it helps. Despite the reason for a man's decision to stay, it is a fact that this country, and the Navy, do everything in their power to reward anyone who has put his 20 or 30 in the Navy.

In addition to the retainer pay, men in the Fleet Reserve rate the privileges of Armed Forces commissary stores and Exchanges as well as clothing and small stores establishments. They are eligible for hospitalization and dental care. Their dependents get outpatient treatment in the naval medical facilities. As a veteran, the Fleet Reservist also receives certain privileges under the GI Bill.

Transferring into the Fleet Reserve is really a very simple matter. Once you have the required amount of time, or no more than one year before you

will complete the required time, you submit a request for transfer, stating the date you wish to have the transfer effected.

After a check of your record to make sure that you have the required time, the Chief of Naval Personnel will issue orders and it's time for you to be piped over the side.

The majority of men going into the Fleet Reserve at present, and in the future, will be eligible for transfer only to class F-6, which requires a minimum of 20 years of active Federal service. However, the transfer can be effected at 19 years and six months since any period of service over six months counts as a full year.

At the time you enter the Fleet Reserve you have two options from which you can choose concerning the retainer pay you will collect. You may elect to take an even 50 per cent of your basic pay if you have completed 20 years naval service or elect retainer pay at the rate of two and one-half per cent of your enlisted basic pay multiplied by the number of years of active Federal service in the Navy or other branches of the Armed Services.

In almost every case you stand to gain by using the second method of computing your pay. Under this system the rates of retainer pay for a CPO would be as follows:

YEARS OF ACTIVE SERVICE	RETAINER AND RETIRED PAY
20	\$152.10
21	\$159.71
22	\$175.89
23	\$183.89
24	\$191.88
25	\$199.88
26	\$218.01
27	\$226.40
28	\$234.78
29	\$243.17
30	\$251.55

The retainer pay you receive upon entering the Fleet Reserve remains the same from that day on, unless you are recalled to active duty or have at one time served in a higher rank. Should you be recalled to active duty (which can only happen in the event of war or national emergency), the added active duty time (up to a total of 30 years) would boost your pay provided you had chosen the two-and-one-half per cent method of computing your pay. In the event you had at one time held a commission, your pay upon being transferred to the retired list would be computed on the highest rank held.

Dutywise, the Fleet Reserve is hard to beat. During your stay in the organization, you have a physical examination once during each four-year period, and provisions are made that you *may* be required to perform not more than two months' active service during that period.

The record of each Fleet Reservist is kept by the District Commandant and you must notify him of any change of address. He also gives you permission for short trips abroad, but permission to live overseas for any extended period must be obtained from the Chief of Naval Personnel.

That about covers the duties you might be called upon to perform during the time you spend in the Fleet Reserve before retirement. Whatever else you want to do is up to you.

You can follow the example of a Rockville, Md., Fleet Reservist who completed his schooling under the GI Bill, became a lawyer and is now a judge. You might like to follow in the footsteps of Julius G. Ponchak, an ex-CPO, who was recently appointed Postmaster of Bostonia, Calif. Perhaps you won't want to do a thing but take care of your own little chicken farm. Whatever it is you want to do, the opportunity is there, all you have to do is take it. Or in the words of many Fleet Reservists, "Life begins when you enter the Fleet Reserve."

—Bob Ohl, JOC, USN.



OPERATION PALETTE passes Navy word on canvas. Right: Chief Courtney explains art to visitors; (below) helps unload.

CPO Is Skipper of One Truck, Dozen BBs

John J. Courtney, ALC, USN, has what may be one of the strangest jobs in the Navy.

In addition to serving as skipper of a three-ton truck, he also has maybe a dozen battleships under his direct care.

The battleships are on canvas, but the truck is real. Chief Courtney is the operator of a traveling art gallery, featuring 120 original paintings by Navy combat artists.

Chief Courtney has been with Operation Palette for one year. It first went on the road in 1946, scheduled for a six months' tour. But due to the tremendous response it has been on the road ever since.

Chief Courtney has been running it singlehandedly, with what help he can pick up from civilians and naval installations along the way.

He gets his orders, loads the paintings into his moving van, crawls into the cab, and cruises to the next port.

The Chief can tell you a lot about those combat paintings, because he got around right smart during the war. He was at Guadalcanal and in many of the major engagements in the Pacific during WWII. Served in the carrier *uss Enterprise* (CVS 6) as a gunner in both torpedo planes and dive bombers. He is holder of the Distinguished Flying Cross, Air Medal, two Presidential Unit Citations, two personal letters of commendation and has 11 battle stars for the Pacific Theatre ribbon.

The scenes he doesn't know about personally, he's learned of from ex-servicemen visiting the show.

"There's usually at least one man in every city who recognizes a scene and tells me he was there," the Chief said. "Now and then I run into somebody who is in one of the paintings."

It may be that Chief Courtney travels more extensively on his own than any other elisted Navyman.



TRUCK CONTAINING traveling art gallery is loaded aboard ship. Right: Combat painting is typical of exhibit.





Escape and Evasion

WHAT WOULD YOU DO if, suddenly, you found yourself in the middle of nowhere with enemy forces hunting you down? What would you eat? Where would you hide? How could you get back to friendly territory? And, suppose that all you own are items that you'd normally carry as a member of a flight crew.

These, and many other questions, are answered in "Operation Tenderfoot V" held in the backwood thickets of Fort Bragg, N. C. Sixty-eight men, pilots and aircrewmembers from Navy and Marine Corps bases along the East Coast were among the latest group to be trained on how to sustain life if forced down in a strange country behind enemy lines.

Every point of realism is systematically stressed and every pilot—and aggressor—plays the game for keeps. No holds barred.

The exercise is divided into two phases. The first three days are devoted to survival, with emphasis placed on physical conditioning and land survival training. This is followed by a four-day problem termed the Evasion and Escape Phase.

On the first day of the survival training, lectures and demonstrations are given by the instructors, some of whom are former POWs in German and Japanese prison camps. All classes are held outdoors. Subjects such as map reading, day and night ground navigation, camouflage and concealment are taught. Students are also briefed on POW conduct and on provisions of *Navy Regulations* and the Geneva Convention concerning prisoners of war.

Practical demonstrations in survival techniques, building fires and shelters, snaring wild animals and out-

door cooking take up the remainder of the day. Also emphasized on the first day are methods of scouting, raft building and concealment of person and of camp site.

This preliminary training is put to use during the next two days which



completes the Survival Phase of the operation. The men are divided into groups of seven or eight and are sent into the woods with an instructor. The instructor does not lead the group, but merely acts as an adviser and sees that the students do not get into serious trouble.

For 48 hours, the men camp out, make day and night forced marches in the densely wooded and swampy area around Fort Bragg's Camp Mackall. The groups cross bodies of water and camouflage themselves, their places of hiding and their trails. These two days of practical application help set up the students



for the following portion of the exercise, the Evasion and Escape Phase.

On "E-E Day," the students are loaded into covered trucks and taken to the exercise area, where they are dropped in teams of two. These are

the evaders, Navy men who have been "forced to bail out over enemy-held territory."

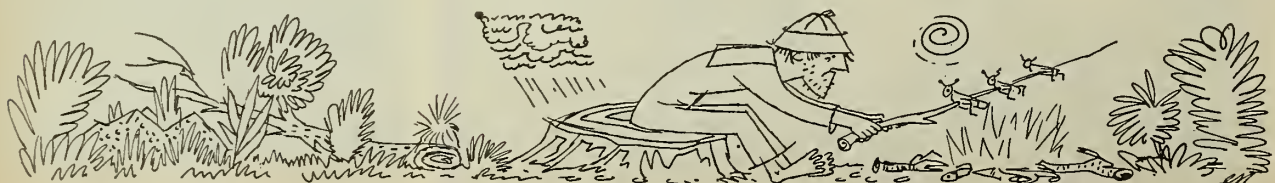
Equipped with his blood chit, which has to be surrendered if captured, a map of the area, survival rations and gear, ten cents and a telephone number to be used only in case of a real emergency, each evader faces the problem of Phase II. His problem is to reach friendly forces or territory.

The pilots are given 45 minutes before the aggressor patrols — Army paratroopers — begin their search to capture the downed pilots. Neither the pilots nor the aggressors have any idea where the other will be.

According to most experts, this initial period is one of the most critical times that an evader pilot or aircrewman will spend. Speed may decide whether good cover can be reached before the arrival of enemy patrols. The initial reactions of the evader *must* be instantaneous and instinctively correct.

After each two-man team has gained suitable cover, two of the basic principles of evasion come into the picture — self-control and patience. The urge to be up and on their way must be overcome until they are oriented and have planned a definite evasion route.

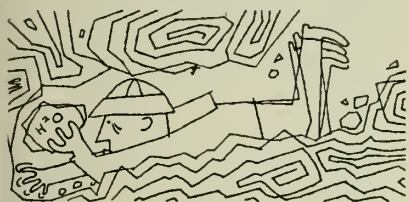
From where they are dropped, the evaders must proceed on foot, avoiding detection, for a distance of 10 to 15 miles across terrain which alternates among cultivated, wooded, and swampy, to a designated "safe house," or contact point. Here, contact is made with an underground net which furnishes assistance in further evasion to friendly hands. If a pilot misses his first contact, he has



an alternate which is some distance farther.

The pilot has two main objectives: 1) return to friendly hands; and 2) avoid the enemy. His chances are good, if he can apply the training he's received.

But what about food and water?

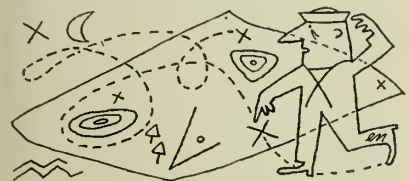


If he has any of these needed items, he doesn't have enough to last three days. How can he prepare the food that he might find? Where will he sleep? If he has thoroughly grasped his survival lessons, he'll know.

Each man has also learned that, if he should get hungry enough, he can eat fillet of rattlesnake or toasted grasshoppers, which are supposed to be very tasty, especially if he's gone without food long enough.

For pure drinking water, the student has been taught to search for natural streams which can be found several feet below the surface of the ground. Water from other sources, which most of the pilots in the exercise use, has to be purified by boiling or by purification tablets, if he has any.

Besides being hounded by the enemy and made miserable by the natural elements, the Navy airmen are also plagued by chiggers, ticks,



snakes and leeches. Then, too, they must be careful with the tools they use. Even a minor injury, such as a cut finger, could mean an infection.

Some evaders make their destination, others are captured. Those taken prisoner are put through rigid interrogation by the enemy. Here's where the pilot's training on how to

resist the enemy interrogators is brought into use.

Everything in the POW camp is made as realistic as possible, including the barbed-wire compounds, loudspeakers blaring propaganda throughout the day and night, physical abuse such as repeated push-ups and sit-ups, and the ever-constant questioning.

After the Evasion and Escape Phase of the exercise is completed, the airmen and their former captors, interrogators and "physical culture trainers" have a chance to meet on much friendlier terms. All feelings of bitterness and resentment over the realistic and sometimes severe POW treatment are quickly dispelled.

During the post-exercise evaluation, the pilots raise questions after questions at their former tormentors. What was expected of them when undergoing interrogation? How should they react to the various interrogation methods applied to them?

The value of these exercises is self-



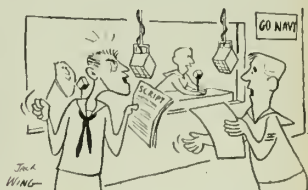
evident. The record of successes and failures in evasion and survival during World War II and in the Korean conflict provides vivid proof of the need of this type of training.

And looking toward the future, many a Navyman may face the possible problem of his own conduct under similar circumstances. What would you do? This training could very easily mean the difference between life and death to many Navy airmen.

The control of "Tenderfeet" exercises, which are held each quarter, lies with the Commander Air Force, U. S. Atlantic Fleet in cooperation with the U. S. Army. At present, LCDR. E. Lytle, USN, is the officer-in-charge with tactical command of the exercises under LCOL Robert E. Perry, USA. —Jerry Short, JO2, USN.

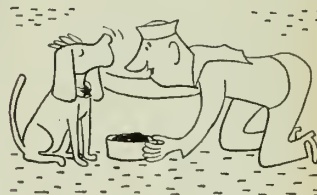


"Across the Blue Pacific," CinCPac's own radio show which originates in Pearl Harbor, is rapidly becoming one of the Pacific Fleet's favorite means of telling the world more about their Navy. Begun in 1951 and now with more than 100 performances to its credit, the program is produced, written, directed and distributed by the Navy. It has no commercial sponsors.



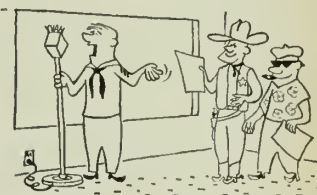
Production is frequently a joint-service operation, with USAF airman second class Ed Morion playing many of the leading roles. LT Rex Willis, a Naval Reservist, is announcer.

The show is heard over two West Coast networks plus several independent stations. Each week a true Navy adventure is beamed over these stations. The stories vary from a tale of



the adventures of a downed flier dodging a fierce tribe of headhunters to the moving story of a Communist puppy which was repatriated by American Marines.

As a general rule, members of the staff of the PIO office portray the various parts in the adventures, but often vocioning actors from the mainland pitch in and take over the acting chores



far one of the recording sessions. As a result the guest log includes such names as John Wayne, Walter Brennan, Fred MacMurray and many others listed as having been on the show. Proof of the program's appeal to radio listeners was given a few months back when an independent survey revealed that "Across the Blue Pacific," is heard in some 60,000 homes each week.

Citizen Submariners Take Her Down

NOT SO LONG AGO, a small group of Navymen—six officers and 24 enlisted men, to be exact—made a short cruise in North Atlantic waters on board a submarine.

The submarine was not the latest addition to the undersea fleet. It was not atomic-powered and the Navymen were not involved in scientific work. They were on a training cruise in *USS Tusk* (SS 426).

What makes the point to this whole cruise is the fact that these submarine men were trained in the American midwest—at least 500 miles from any ocean. They are representative of the many sailors who train regularly in dry-land submarine mock-ups or in moored submarines as members of

Naval Reserve units stationed in such cities as Chicago, Detroit and Milwaukee.

The weekend cruise — the first ocean-going one for these men—serves to indicate that the Submarine Reserve is a strong, going concern.

This particular operation serves also to point up the close relationship between the various naval activities. The Ninth Naval District had Reserve volunteers who were anxious to increase their battle-readiness. The Atlantic Fleet Submarine Force, with headquarters at New London, Conn., had the facilities for the cruise. The connecting link was the Naval Air Reserve Training Command, Glenview, Ill.

DRY LAND SUB RESERVISTS waste no time in taking to sea. After flying to New London, Conn., they set sail aboard *USS Tusk* (SS 426) in morning mist.

The Reservists were flown in Navy transport planes, piloted by Reserve aviators also on training duty, from NAS Glenview to Trumbull Airport, Groton, Conn. From there they went to the Submarine Base at New London where they began their two days of intensive training aboard the streamlined, snorkel-equipped submarine.

During their 30 hours at sea, the Reservists traveled some 500 miles, taking part in many practice dives and the shipboard drills necessary to qualify them for submarine duty.

The submarine program for Naval Reservists was first established in April 1946 by the Chief of Naval Operations. Since that time, hundreds of old-timers have maintained their proficiency through the training, and hundreds of new submariners have acquired the training needed in the event of a national emergency.

When the program first got underway, the Submarine Reserve was made up almost entirely of World War II veterans. Many of them went back on active duty during the Korean conflict. Today, the bulk of Reserve submariners consists of "new blood" — younger, less experienced men. More than 2000 Reservists take part regularly in the training program.

What does it take to become a submarine Reservist?

Today's submarine Reservist must be a volunteer with a genuine interest in submarines. He must meet high physical standards and pass a battery of psychological tests which prove him to be emotionally stable, mature, and a good shipmate—one who should be able to live in confined spaces for long periods of time. He must have an alert mind, with average to above-average intelligence. He should show good mechanical aptitude.

On his first tour of active duty for training (ACDUTRA) at a submarine activity, the prospective submariner must pass a pressure test normally given in a decompression chamber or an escape tank.

Some 80 per cent of the prospective submarine Reservists are eliminated in this procedure. The remaining 20 per cent are the raw material which the USNR Submarine Program must develop into the finished product—qualified submariners ready to augment Regular Navy personnel in



time of war or national emergency.

Let's see how this training plan works.

The new recruit starts his Naval Reserve career with an "in-processing" period of four to six weeks. He is screened, classified, issued uniforms and given one or more indoctrinational tours of the Reserve training submarine. During the next eight months, he undergoes recruit training.

Normally, the Reservist will take his first period of active duty for training during his first 36 weeks in the program—either at the Submarine School, New London, or at Hunter's Point School, San Francisco. At these schools, he attends the Basic Submarine (SP) course which is two weeks in length and satisfies all the requirements of the regular recruit training given the Surface program Reservist at a recruit training command. During this initial period of ACDUTRA, the Reservist undergoes further screening and is examined by a submarine medical officer. Here, too, he gets his pressure or tank test.

Upon completion of the 36 weeks of processing and recruit training and his 14 days of ACDUTRA, our Reserve recruit is ready for advancement from SR to SA. He is then designated "SP"—"qualified for submarine instruction."

With the basic facts of Navy life nicely in hand, the Reservist spends his next six months in submarine training. At the Reserve Training Center, he learns firsthand about submarine operations. Part of his training takes place on a non-seagoing training submarine; part is conducted aboard an operating submarine on weekend cruises.

Successful completion of this training prepares him for the examination for the designation "SG"—"qualified for immediate assignment to a submarine"—during his next period of ACDUTRA.

Once the Reservist completes his "SG" training, he begins a period of rate training which will lead to advancement to seaman or fireman. This phase of his training, which lasts for nine months, is broken down into two categories—military requirements for all personnel and either seaman or fireman training.

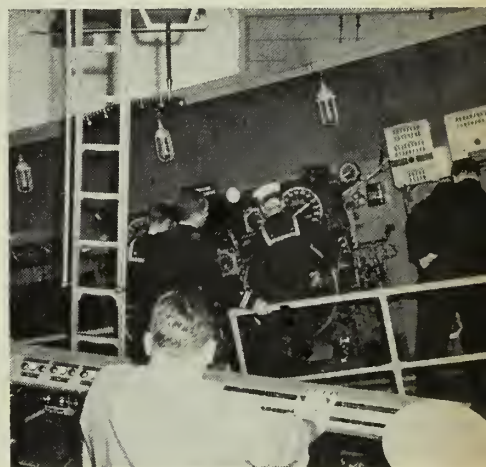
Soon our SA(SP) is ready for the examination for advancement to SN or FN. He is also ready for—or perhaps has already had—his second period of active duty training. During



MUSTERING TOPSIDE on their training sub, *USS Taugog* (SS 199), moored in Milwaukee River, submarine Reservists make ready for training cruise.

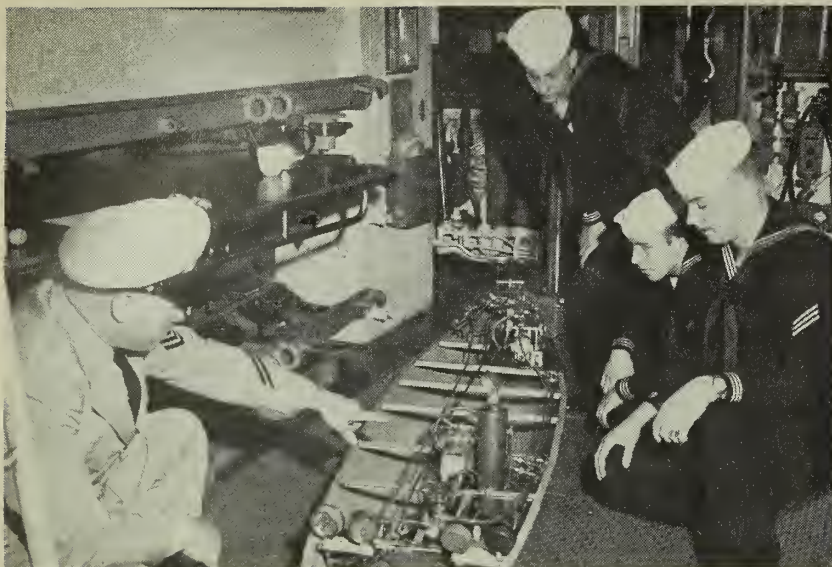
this two-week period, he is checked out on the required practical factors and examined for the "SG" designation. This designation is, for the Reservist, the equivalent of being a graduate of the Regular Submarine School at New London. Once the Reservist has earned his "SG" he is ready for active duty assignment to an operating submarine, should the need arise.

But our Reservist has not yet earned his "dolphins." Another nine to 12 months are spent in advanced submarine training. This training is aimed at preparing our SN(SG) or FN(SG) for examination for the

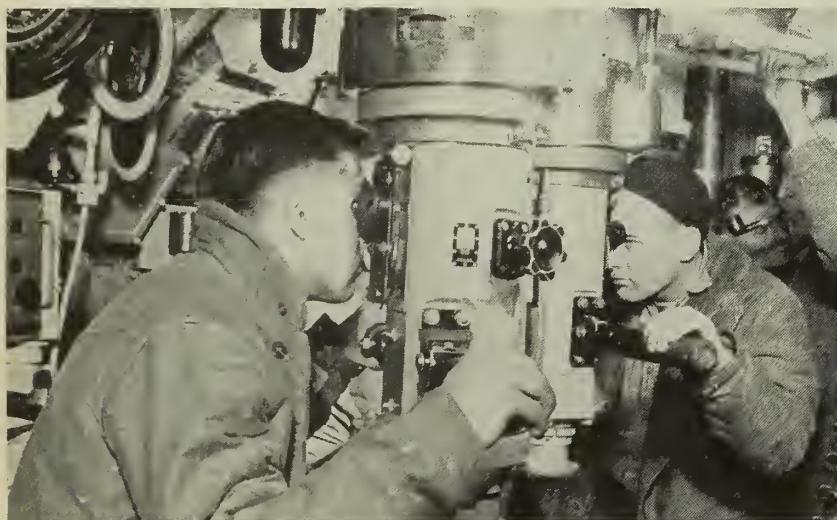


MOCK-UPS AND TRAINING AIDS helped inland sailors prepare for real thing. Above: Reserves bring 'sub' to surface. Below: Men practice loading.





SUBMARINE TRAINEES get squared away on steering mechanism. Working model shows details of entire system located in several compartments of ship.



'SALTY MEAL' at sea is enjoyed on board USS Tusk (SS 426) during training cruise. Above: Part-time sailors take turns making periscope observations.



coveted "SS" designation during his next—normally the third—period of ACDUTRA. When his silver "dolphin" insignia is pinned on, the Reservist is "qualified in submarines."

Bear in mind that the exams for submarine designations are given by Regular Navy personnel on board operating submarines to insure that the Reservist meets the standards set by the Regular operating forces.

By this time, our Reservist has put in about three years' service in the Naval Reserve. He has had intensive training for his rating and in submarine operation. He has participated in weekend cruises and three 14-day periods of active duty for training. He's ready to try for PO status.

By this time, too, our submarine Reservist has probably made up his mind as to which rating he wants. He has quite a choice. There are 58 petty officers in a submarine's enlisted personnel allowance. Of these, 39 fall into four groups—quartermaster, electrician, engineman and torpedoman. The remaining 19 PO billets represent nine different ratings.

Because of this wide variety of PO billets, submarine divisions normally conduct formal classroom training only in the four main groups. Reservists who aspire to other ratings are organized into supervised self-study classes. It goes without saying that petty officers are encouraged to complete correspondence courses for their next higher rate.

While the Reservist is preparing for advancement up the rating ladder, he maintains his proficiency in submarines by taking part in simulated underway periods aboard the Reserve training submarine at his Reserve Training Center (RTC), by teaching submarine subjects in his division and by active duty training periods aboard operating submarines or at a submarine activity.

There, in a nutshell, you have the Reserve submarine training program. It's a long, hard grind—but one that has many rewards.

The Reserve Submarine Program is continuing to expand, to explore new methods of training, to improve its efficiency and its value to the Navy. The Regular forces, realizing the importance of a strong Reserve, are providing complete support.

The caliber of the participating Reservists and their enthusiasm for the program speak well for its success.



OVER THE SIDE with an 18-foot lighted buoy is a job for careful hands.

Rotating Buoys Make Two-Year Cruise

ALASKA'S "BUOY SNATCHERS" — we don't mean they steal them — play an important role in ship movements in the treacherous waters of the Northern Pacific and Bering Sea.

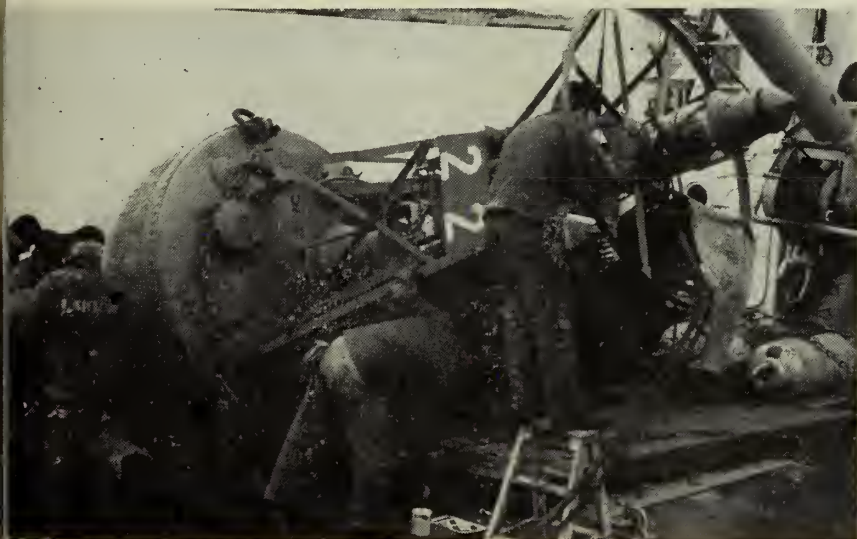
Maintaining and caring for these guide posts of the frigid deeps are three Coast Guard ships, USCGC *Sedge*, *Bittersweet*, and *Clover*, operating out of USNS Kodiak, Alaska. Buoys which are set out vary from the size of an oil drum to nine-ton lighted ones. These buoys, under normal conditions, last for two years before they have to be lifted and replaced. "Snatched" buoys are taken

to port to be cleaned, repainted and fitted out to relieve others at the end of their two-year "cruise."

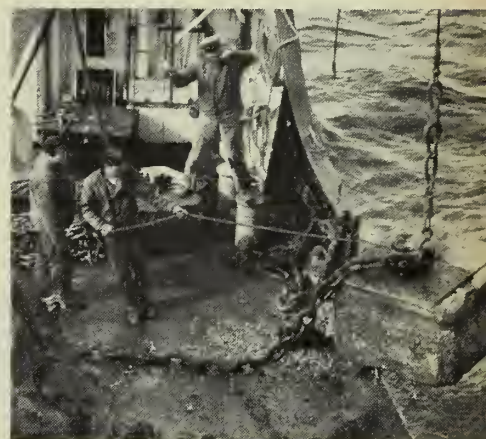
In performance of their cold water mission, one ship alone, USCGC *Sedge*, logged over 17,000 miles last year tending to 170 navigation aids from Kodiak to Cape St. Elias.

Ship's navigators would be old before their time if it wasn't for the constant patrol of the men of the Coast Guard tending some 38,000 aids to navigation—lighthouses, buoys, beacons, bells, etc.—along 40,000 miles of waterways used by U. S. ships.—J. W. Braby, JO2, USN.

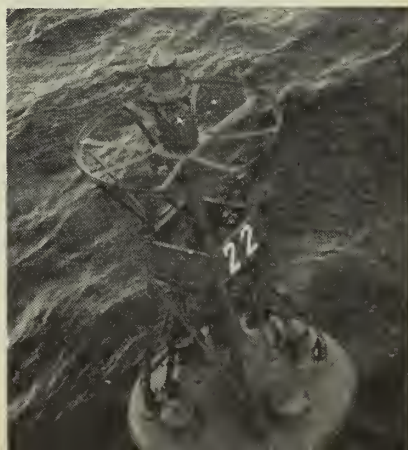
LAST MINUTE ADJUSTMENTS are made on new buoy that will relieve one of its sisters from a two-year vigil as USCGC *Sedge* pulls out of port.



GOOEY BUOY and chain are hauled on deck after two years afloat. It will be taken to port to be reconditioned.



SOLID CONCRETE sinker weighing 5000 lbs. is last to come up. Below: Placing the new buoy completes job.



SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

THE FIRST TACTICAL AIR DROPS of Army troopers since World War II have tested the defenses of the Panama Canal against a surprise attack. The combined training exercise, called "Exercise Barracuda I," included more than 2000 troops plus 800 paratroopers of the 11th Airborne Division from Ft. Campbell, Ky.

The main objective of the maneuvers was to see how fast and effectively the troops defending the Canal Zone could be reinforced from the U. S. by air. Air Force planes from Donaldson AFB, S. C., and Army, Air Force and Navy units of the Caribbean Command took part in the operations.

Lieutenant General William K. Harrison, Jr. USA, Commander in Chief, Caribbean Command, directed the joint exercise.

★ ★ ★

AN ALL PURPOSE AIRPLANE, one that combines the capabilities of a helicopter with that of a conventional fixed-wing plane, has been developed for the U. S. Army and is now undergoing rigorous factory tests.

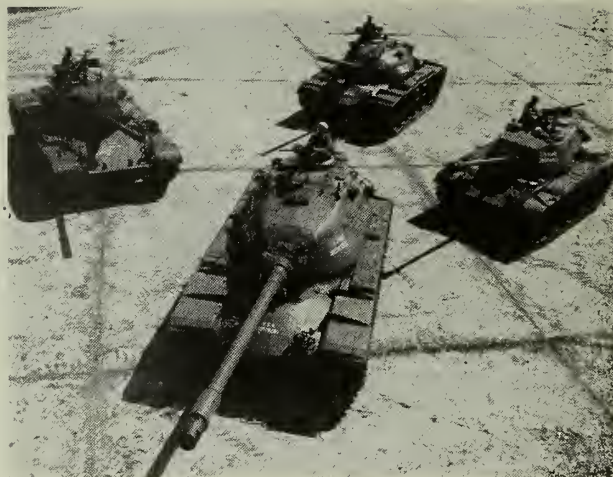
The long-sought aircraft is the XV-3 convertiplane which sports a three-bladed combination rotor-propellor mounted near the tip of each of its stubby fixed wings. These operate as lifting rotors during take-offs, landings and low-speed flight, and tilt forward to serve as conventional airplane propellers for cruise and high-speed flight.

Developed after 12 years of study, the XV-3 is a four-place observation reconnaissance aircraft which can also be used as an evacuation-rescue craft. It is capable of carrying a pilot, medical attendant and two litter patients.

Conversion from rotor to propellor attitude is a smooth, gradual operation completed in 10 to 15 seconds. After the lift load is transferred from the rotors



ATOMIC POWERED combat Army x-ray, strapped onto back, takes pix without electricity, water, or darkroom.



ARMY TANK FAMILY gets together. Front: Heavy, M-43; Rear, L-R: Mediums, M-47, M-48 and light, M-41 tanks.

to the wing, a transmission gear shift similar to an automobile overdrive is used to reduce rotor speed and thereby attain improved high speed performance.

The conversion can be stopped or reversed at any point with steady, stable flight possible while the rotor-propellers are in any intermediate position. The craft can hover, move forward, backward or sideward with equal ease. It can maneuver and land in confined areas even under gusty wind conditions. Used as a conventional medium range aircraft, it can fly at speeds up to 175 miles an hour.

The convertiplane is 30 feet long, 13 feet high and has a 30-foot wingspan. Power is supplied by a single engine located behind the pilot-passenger cabin in the aft section of the fuselage.

★ ★ ★

POSSIBLE USE OF RADIOACTIVE WASTES has been announced by the Army Corps of Engineers Research and Development Laboratories.

Gamma radiation, the deadly product of radioactive substances, may soon be used for the sterilization of sewage without leaving residual radiation in the treated liquids.

In addition the Corps of Engineers feels sure that gamma rays may also be used to sterilize certain drugs and antibiotics that are harmfully affected by heat; to preserve meat and other food by killing the bacteria that cause spoilage; and to decrease the number of bacteria in swimming pools without using chlorine.

★ ★ ★

THE ARMY's non-com officer-specialist program, which became effective 1 July, provides that noncommissioned officer identification and status be given only to enlisted personnel holding leadership positions. A separate category, called specialists, includes EMs in the top four pay grades who specialize in technical and administrative occupations.

Basic idea of this program is to identify as an NCO

the true leader, whether in a combat arm, technical or administrative service. The specialist is given special recognition by title, and separate insignia.

Under the present plan, technical and administrative services are authorized NCO positions commensurate with their needs in the same manner as the combat arms.

Titles in the top four enlisted grades are now:

GRADE	NCO	SPECIALISTS
E-7	Master Sergeant	Master Specialist
E-6	Sergeant 1st Class	Specialist 1st Class
E-5	Sergeant	Specialist 2nd Class
E-4	Corporal	Specialist 3rd Class

Noncommissioned officers will still be addressed as Sergeant or Corporal. Specialists will be addressed by that name. NCOs will continue to wear the insignia previously in use to distinguish the top four grades. Separate distinctive insignia will be worn by specialists. The NCO ranks above all other enlisted personnel, regardless of pay grade.

★ ★ ★

AN IMPROVED DEVICE for checking instruments that measure radiation has been invented by an Army private at Fort Benning, Ga.

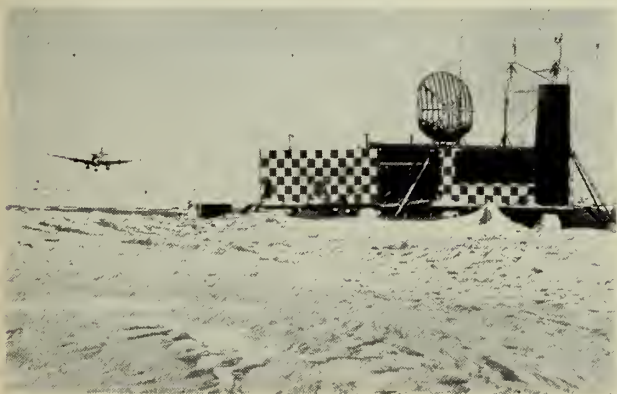
PFC Guenter Hagedorn is completing experiments on an electrical device that can align radiometers with a one per cent margin of error. This previously had to be done with expensive radioactive substances, and the margin for error was 25 per cent.

Born in Germany, Hagedorn came to the U.S. in 1953. His method, which requires no radioactive materials, promises to be safer and faster than any other known method, according to reports. In addition, the device could be built from parts normally stocked by the Army.

★ ★ ★

A NEW AND LARGER helicopter, the Sikorsky H-34, has been accepted by the Army and will soon be put into operational use.

The whirlybird is a four-bladed, single main rotor aircraft powered by a 1425 horsepower engine. Although exact specifications remain classified, the H-34 represents a substantial size boost over the famed H-19, which carries from eight to 10 fully-equipped troops. The H-34



OPERATION BIG HAUL is airlifting equipment and supplies to Arctic for building DEW Line radar in Alaska.

AUGUST 1955



DOG FACE gets own gas mask. Army scout dog and handler model new masks during gas attack maneuvers.

can carry from 12 to 14 fully-equipped troops or 3000 pounds of cargo.

A special training course for pilots who will fly the new copters will be established at Fort Sill, Okla., sometime in the near future. At present two of the huge helicopters are undergoing complete phase testing by the Air Force at Edwards Air Force Base, Calif.

★ ★ ★

THE 95TH ANNIVERSARY of the Army Signal Corps was celebrated at Fort Monmouth, N. J. by the dedication of Armstrong Hall, a museum named in memory of the late Major Edwin H. Armstrong, a pioneer in the development of radio.

The museum houses many mementos tracing the career of Armstrong, an electrical engineer credited with the development of the superheterodyne receiver and FM (frequency modulated) broadcasting. He served in the Signal Corps in World War I.

★ ★ ★

A WORLD-WIDE ELECTRONICS communication system for ordering supplies is being planned by the Air Force. When established, it will save weeks in ordering and shipping overseas supplies.

A desk-sized transmitting and receiving device—a "transceiver"—will be installed at 36 locales in the United States. By an electronic process, these machines will transmit card impressions to other transceivers, which will then produce cards identical to those received.

This system will permit transmission and receipt of stock and accounting data in machine language. The cards will then be entered in the "memory" of an electronic processing machine. The final result will mean that the machines will perform in minutes more paper work than is now done with days of paper handling.

One transceiver was installed at Robins AFB, Ga., in June and another is in operation in Savannah, Ga.

When all continental transceivers are installed, it is estimated that from 10 to 20 per cent will be cut from the number of days required to receive supplies. Another 10 per cent saving in time will result when overseas transceivers are in operation.

LETTERS TO THE EDITOR

Enlisted Classification Code

SIR: Is it possible for me to have my NJC changed to one that is more suited to my training and qualifications? I was given a code qualifying me for general electronics technician but have had education and experience in research and development of specialized electronic equipment.—D. B. L., ET3, USN.

• *The assignment of appropriate Navy enlisted classification codes is the responsibility of each commanding officer. Selection of the proper code should be accomplished by your division officer or the senior petty officer most familiar with your work, in accordance with the "Manual of Navy Enlisted Classifications" (NavPers 15105) and a recommendation made accordingly. Since you believe your most significant skill is not adequately coded you should request a reexamination of your qualifications by your division officer.*—ED.

Color Perception Requirements

SIR: Some years ago the Navy waived the requirement for normal color perception for Regular Navy enlistees. Will this policy be extended to the appointees of W-1 and some of the LDO classifications? My particular interest is in the 1720 (administration) classification. The prospect of going through the testing, interviews and examinations without the possibility of such a waiver doesn't seem good. No doubt there are others in the same category.—H. W. N., PNCA, USN.

• *"BuMed Manual" provides that applicants for primary appointment as commissioned officers of the line are required to read satisfactorily the American Optical Company (AOC) 40 plates. However, in the case of applicants for appointment as restricted and special duty officers, (LDO categories are included, Deck and Ordnance excluded) waivers of this requirement may be requested and granted.*—ED.

Seaman to Airman

SIR: I would like to have my rate changed from seaman to airman. Is there any way I may have it changed?—J. F. S., SA, USN.

• *It depends on the situation. BuPers Inst. 1440.5 contains detailed instructions on submission of requests for changes in rate or rating. Some of the factors used in determining the Chief of Naval Personnel's action on requests for change in rate or rating are contained in this instruction.*—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D. C.

Dual Compensation Restrictions

SIR: There is an uncertainty among ex-temporary officers with a designator of 1102 who have been transferred to the Fleet Reserve and are presently employed in Civil Service.

Are they restricted to the \$3000 combined total of retired pay and Civil Service salary on completion of 30 years' service and subsequent transfer to the officer retired list, or may they request a waiver of officer retirement and elect to take enlisted retirement pay?—J. L. B., LT, USN.

• *A Fleet Reservist, upon transfer to the Retired List after completing 30 years' total service, must be advanced to the highest rank or grade held on or before 30 Jun 1946 (if he had held a higher temporary rank or grade). When advanced to Chief Warrant Officer or other officer status he immediately becomes subject to the dual compensation restrictions. However, he may, at his own request within one year after retirement, request reversion to his permanent enlisted status.*—ED.

Courier Duty?

SIR: Can you give me any information on whether or not naval enlisted men can be assigned duty as a Diplomatic Government Courier? I have checked with my personnel office but they don't have any information and suggested I write to ALL HANDS.

What I would be interested in, provided Navymen can be assigned such duty, are the general requirements and the rates that are eligible to apply.—M. L. J., QMSN, USN.

• *The only courier service utilizing Military men is the Armed Forces Courier Service which is made up of commissioned officers designated as couriers by the Chief of Naval Operations. All Diplomatic Government Couriers are civilians assigned to duty by the State Department. If you have any other questions you may check Navy Security Manual for Classified Chapter 7, Sections 1 and 2, U. S. Matter.*—ED.

Boat Allowances on Amphib Ships

SIR: Of what use is an LCVP aboard an attack cargo ship (AKA) other than that of a life boat? In many instances an LCVP is carried in an LCM for stowage. Then, when an LCM is needed, the LCVP must be manned, which is a waste of manpower. We notice that "P" boats may seldom be used, yet they still need care and we believe their upkeep is more than that of an "M" boat. Since they can't take the wear, carry cargo and land parties as well as the "M" boat, we suggest doing away with the "P" boats except two—one to be used for starboard and one for port as life boats.—J. L. D., BM1, USN, and G. E. M., BM2, USN.

• *In general, boat allowances, which are established by the Chief of Naval Operations are set forth initially in the boat stowage capacities specified in the military characteristics of the ship type by the Ship Characteristics Board before construction. Thereafter, allowances are adjusted, based upon the recommendations of the President, Board of Inspection and Survey, during the trials, and the type commander and fleet commander as the situation requires.*

There is no question as to the superiority in cargo carrying capacity and maneuverability of the LCM versus the LCVP. The basic problem involved in amphibious operations is a matter of obtaining enough boats.

In amphibious operations vast quantities of boats are required. Amphibious ships' boat allowances are based on the division, squadron and group needs and not the individual ship. Boats are allowed to the maximum carrying capacity of each ship. In general, the maximum number of LCM-6s and LCM-3s are provided, stowage is then planned for the required number of LCPLs, thereafter all available space is devoted to LCVPs. For example, the new USS Tulare (AKA 112) will carry 9 LCM-6s aboard, 3 LCPLs and 15 LCVPs. Very often LSDs loaded with LCUs in their wells are required to supplement the demand for waterborne transportation.

In amphibious operations all boats of all ships are at the disposal of the force commander, not the individual ship. This boat pool is the only means of effecting a rapid ship-to-shore movement of embarked troops as safely and quickly as possible. It is quite possible that an AKA boat might be fully employed throughout a landing and not carry a man or pound of stores from its parent ship.—ED.

Transfer to Philippines

SIR: I am presently attached to Guided Missile Service Unit No. 217 at Seal Beach, Calif., on a normal tour of shore duty until 16 Mar 1956. My current enlistment expires 3 Jan 1956. According to BuPers Inst. 1050.2A, when personnel of Philippine or Guamanian extraction reenlist on board immediately upon expiration of their enlistment, commanding officers are authorized to transfer them via government conveyance to their home islands for further assignment by BuPers.

My wife is in the United States on a nonquota visa. Now, the questions that I have in mind are: Will my wife be entitled to government transportation to travel at the same time that I do because I will be on a permanent change of station pending assignment by BuPers? What are the restrictions on her part for making this travel on account of her nonquota visa for entry to this country?—E. D., YN1, USN.

• In answer to your first question, dependents are not entitled to transportation at government expense incidental to orders which do not name the ultimate duty station, but which only

Wrong Yardarm

SIR: I'd like to bring to your attention a slight error that appeared in your November '54 issue, page 31.

The article was entitled "Attention to Port," and you got your starboard and port mixed. The line in error should read "When a visitor approaches your ship and sees the Third Substitute flying close up on the port yardarm, he knows the captain is absent."—L. S. A., QM2, USN.

• Thanks for pointing out that our Third Substitute was flying from the wrong yardarm. We made the change to the port yardarm and hung from the starboard the writer who made the mistake.—ED.

specify "for further assignment."

As for your second query, your wife should contact the local immigration and naturalization office in Los Angeles for information as to how to apply for a re-entry permit which will allow her to return to the U. S. upon completion of your duty abroad.—ED.

NROTC Contract

SIR: After completing two years of NROTC (one as a contract student and one as a naval science student) I was ordered to active duty with the enlisted Reserves. When I am released in August I plan to return to college and finish the four-year course in a naval science classification. Will I have to return to active duty to receive a commission or may I take the examination for a commission and, after receiving the commission, remain on active duty with the Ready Reserves?—P. D. J., AN, USNR.

• Since naval science students have no military status, participation in naval science subjects will not, in itself, qualify you for a commission in the Navy. However, if you apply for status as a contract NROTC student and are selected by the Professor of Naval Science at an NROTC unit, you will then be required to sign a contract with the Navy, in which you will agree to accept a commission if offered, and to remain in the Naval Reserve for a total period of eight years after commissioning, two of which will be on active duty immediately after graduation.—ED.

Good Idea Makes a Comeback Ten Years Later

SIR: I was deeply interested in your article on "Pogo," page 39 of the January 1955 issue of ALL HANDS. The Navy's new high altitude target for guided missiles was described as "a rocket-carried parachute which automatically opens at high altitudes and floats slowly to earth . . . a metallic silver coating on the parachute silk reflects radar signals." The reason for my interest is explained by the following suggestion in a memorandum which I submitted to the Operational Proposals Board in November 1944:

"Operations of this ship have made it almost impossible to utilize the services of Utility Squadrons for antiaircraft training and at the same time have subjected the ship to attack by enemy aircraft. To provide some measure of training, various artificial targets including balloons, AA bursts, and starshells have been used.

"To provide many ships with the only antiaircraft target which would be readily available, it is suggested that 3" and 5" shells similar to star-

shells be issued, except that an orange cloth target, preferably spring-loaded, be substituted for the flare, thus providing a parachute suspended target. This would provide a cheaper and longer lasting target than any of the above mentioned substitutes. Metal woven into the cloth would enable ships with radar fire control to maintain their proficiency. Rapid movement of the target in azimuth could be achieved by rapid maneuvering of the firing ship.

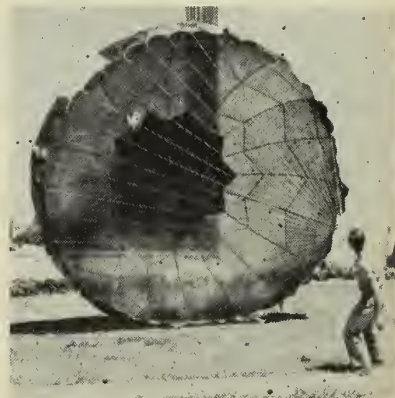
"The woven metal parachute-borne targets mentioned above may also prove useful in confusing enemy ship and aircraft radar screens, after discovery of our surface force as the airborne 'window' is now used."—CAPT. C. S. Willard, USN, Key West, Fla.

• It would appear that, like so many other thoughtful men, you have been too far ahead of your time. Since your original proposal was of a somewhat technical nature, a copy of your letter was forwarded to the Bureau of Ordnance for comment. The following re-

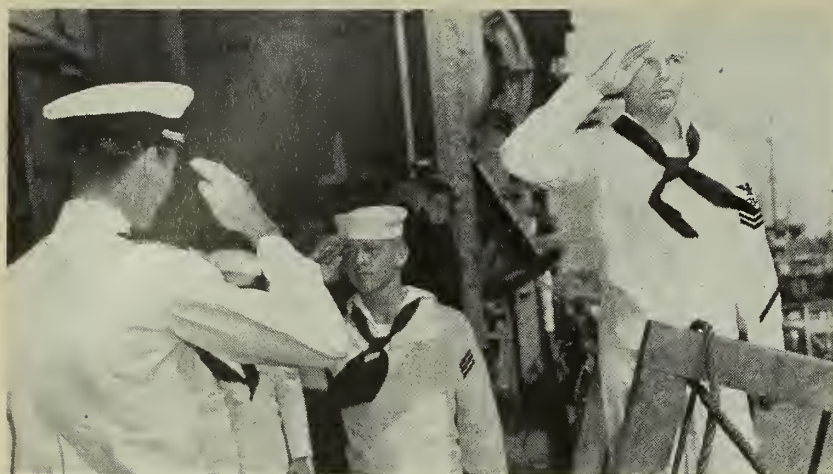
ply was received from the Technical Information Officer of BuOrd:

"I would say that CAPT Willard's proposal comes extremely close to describing the present existing Pogo target, the main difference being in the method by which the parachute is carried to altitude (CAPT Willard proposed a 'star-shell' solution to the problem whereas the designers of 'Pogo' utilize a high impulse rocket).

"Apparently, at that time (1944) the Operational Proposals Board did not think too much of the idea. With the advent of Guided Missiles, the radar reflecting parachute target came into its own—particularly when coupled with ordnance advances which permit its being carried up to high altitudes."—ED.



POGO ROCKET with metallic chute is modern version of similar idea suggested by Navy captain during WWII.



'SIR, I HAVE permission to leave the ship,' are the words to be said by Navy-men while saluting the officer of the deck before going ashore on liberty.

Permission to Leave Ship

SIR: In a recent Fleet-wide competitive examination there was a question referring to the proper terminology used by an enlisted man addressing the Officer of the Deck upon the seaman's departure on liberty.

In *Bluejacket's Manual*, page 447, it states that an enlisted man will salute the OOD and say: "I request permission to leave the ship, sir." In the *Watch Officer's Guide* referring to the OOD's duties, it states: "He shall require all persons over whom he has authority to report to him or his representative upon leaving ship, stating that they have permission to do so." However, in a chart compiled by ALL HANDS in the March 1952 issue, showing naval customs ashore and afloat, there is a picture of an enlisted man on the quarterdeck, saluting the OOD and saying, "I have permission to leave the ship, sir."

I answered this question on the examination as, "I have permission to leave the ship, sir." Could you give me the correct terminology and references that apply?—P. C. M., Jr., BT1, USN.

• This question is best answered in

Wearing 'E' Insignia on Uniforms

SIR: While serving in a destroyer our ship's company won the Battle Efficiency "E" for the years 1950 through 1952. Am I permitted to wear an "E" on my uniform as long as I remain in the Navy? I understand that the "E" is officially part of the uniform and I rate to wear it on my dress jumper while in the Navy. —J.P.M., TE3, USN.

• You are in error. You are not authorized to wear the "E" indefinitely. Article 1202.5(e) of Uniform Regulations limits the wearing of the insignia to one year, and while you are a crewman of the ship awarded the "E"—ED.

the Naval Officer's Guide. The references you quoted are all correct under certain conditions. When an enlisted man leaves his ship he must first obtain permission from Executive Officer, Head of Department, Division Officer and on down the line saying, "Sir, I request permission to leave the ship." To the Officer of the Deck, he says, "Sir, I have permission to leave the ship." When he leaves a ship other than that to which he is attached, he addresses the Officer of the Deck as, "Sir, I request permission to leave the ship."—ED.

Disability Retirement

SIR: I am a CPO with 18 years' service and expect to be medically retired or surveyed from the Navy soon. Is there a law that provides servicemen with 16 years or more of service with 50 per cent disability or 50 per cent base pay? Are they allowed to finish their 20 years of service?—H. C. M., MMC, USN.

• The Career Compensation Act of 1949 (Public Law 351) is the disability retirement law now in effect and provides that a member of the armed forces placed on the Temporary Disability Retired List may elect to have his retirement pay computed on the basis of either his percentage of disability or his years of active service, but his disability retirement should not be less than 50 per cent of his basic pay while he is so carried. This applies to temporary retirement only. A member permanently retired for physical disability also may elect to have his retirement pay computed on the basis of either his percentage of disability or years of active service, but no minimum amount is specified.

Additional information on this Act is contained in BuPers Inst. 1850.3 which may be found in your personnel office.

There is no provision of law which requires a member with 16 years' service to be allowed to complete 20 years of service.—ED.

WO Retirement

SIR: Will a man who was a warrant officer in WW II and has since been transferred to Fleet Reserve as a CPO be retired as WO on completion of 30 years? He was reverted to CPO in 1946. If he has been awarded the Silver Star will he be advanced to CWO W-2 in rank and pay on retirement? For pay purposes, when transferred to Fleet Reserve, must the time be counted as day by day or may credit for 22 years be obtained by serving 21 years and seven months?—J. T. R., EMC, USN.

• He will be advanced to the highest rank held on or before 30 Jun 1946 with retired pay based on the higher rank. However, he will not be eligible for combat advancement and will not be advanced to CWO W-2.

A fractional part of a year of six months or more may be counted as a full year in computing active service for transfer to the Fleet Reserve and for pay purposes.—ED.

More on WO Retirement

SIR: There are several questions concerning temporary warrants I would like cleared up. Does the Warrant Officer Act of 1954 mean that a warrant officer appointed in 1950 or later can request retirement after 20 years' total service with retirement pay based on pay of the rank held at time of retirement? If there is a requirement that 10 years of service must be commissioned service, does W-1 time in rank count toward this 10 years? After the WO who is involuntarily reverted to his permanent enlisted rate completes 30 years of service, will he be retired with the highest rank held for pay purposes?—J. W. S., CHBOSN, USN.

• Under the Warrant Officer Act of 1954, any warrant officer may request retirement after 20 years' active service with retirement pay based on pay of rank held at the time of retirement. There is no requirement concerning the number of years of commissioned service. If he is involuntarily reverted to permanent enlisted status, upon completion of 30 years, he will be retired at highest rank held on 1 Jul 1946.—ED.

Date Panay Was Sunk

SIR: In the December 1954 issue of ALL HANDS I found a mistake in a date in "Yesterday's Navy," on page 34. This article stated that the gunboat USS Panay (PR 5) was sunk 12 Dec 1937. However, I believe she sank in December 1934. The date you give had her afloat three years after she was actually sunk. —L. S., BUH2, USNR.

• You must have gotten your dates wrong. Panay's sinking was 12 Dec 1937. We checked again with the Naval History Division to verify the facts. This was in the critical period which preceded World War II.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1309, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

- *LCI(L) Flotilla 24*—World War II members will hold their third reunion on the 9th, 10th and 11th of September at Glen-Vere Resort, 7320 Wooster Pike, U. S. Route 50, Cincinnati, Ohio. For further information and reservations, contact John R. Powers, 300 Lytle St., Cincinnati, Ohio.

- *uss Trego (AKA 78)*—A reunion will be held at the Commodore Hotel, New York City, N. Y., on the 25th, 26th and 27th of November this year. For further information, write to M. A. Garner, Route 4, Box 87-G, Greenwood, S. C., or T. J. Robinson, 2800 Bainbridge Ave., Bronx 58, N. Y.

- *Fifth Naval District Shore Patrol*—World War II Permanent Shore Patrol veterans of the Fifth Naval District will hold their seventh annual reunion at Virginia Beach, Va., on the 25th and 26th of August. For more

details, contact Johnny Jones, 406 Westmont Ave., Norfolk 3, Va.

- *USNRTC Santa Cruz, Calif.*—A reunion is planned for all stationkeepers who served at USNRTC Santa Cruz from 1948 through 1955. The tentative date is 10 August. For further information, write to R. E. Flynn, P.O. Box 888, Reno, Nevada.

- *uss Cherokee (ATF 66)*—A reunion is being planned for all men who served in this ship, with time and place to be designated. Contact Kelley G. Dunn, 419 Dean St., Waverly, Ohio, for information.

- *uss Mullany (DD 528)*—All men who served in this ship and who are interested in a reunion, with time and place to be designated by mutual agreement, are invited to contact David Keller, 276 East Houston St., New York, N. Y.

- *Torpedo Squadron 47*—A reunion for all pilots and officers of VT 47 is planned for the 3rd, 4th and 5th of September at Chicago, Ill. For information, contact P. K. Seidman, 1305 Farnsworth Building, Memphis, Tenn., or J. Schmidt, 834 Bellwood Ave., Bellwood, Ill.

Chance to Compete for ENC

SIR: According to BuPers Notice 1418, examinations for some of the chief and first class petty officer rates are not to be held. Since I was told that everyone had an equal opportunity to advance if they met all the qualifications, it seems to me a man should be given the chance to try for advancement so that he may be put on a waiting list in case there is an opening in his rating.—W. A. T., EN1, USN.

- *Because of the number of personnel on board in the ENC rate, in relation to personnel requirements, it was necessary to suspend the ENC examinations temporarily. It is noted that the CPO advancement list includes 57 men in the rates for which no examination was held in February 1955. Seven of these men were advanced to ENC. These personnel were selected for advancement based on their final multiple standing after the February 1954 examinations.*

The next exams for advancement to ENC will be in February 1956.—Ed.

Future of Journalist Rating

SIR: I have heard rumors that the Bureau is considering consolidating two or more ratings and that the journalist rating may be abolished. Is this true?—J.D.T., JOC, USN.

- *A permanent board has been set up to study the enlisted rating structure and insure that it meets the needs of the Navy which would include a revision*

of ratings as is found necessary.

The journalist rating is one of many now before the board, and it is expected that a comprehensive study of this rating will be made in fiscal year 1956. If any action concerning journalists is recommended by the board, such recommendations will be made only after detailed studies are complete and appropriate witnesses appear before the board. Recommendations must be approved by the Chief of Naval Personnel and Secretary of the Navy.—Ed.



TAKING HIS TURN as steersman on board USS Aldebaran (AF 10) on high seas is Richard D. Fayle, SN, USN.

'Green Hornet' Carried Doolittle

SIR: In reading the April copy of ALL HANDS, I noted that on page 34, "Yesterday's Navy" mention is made of *uss Hornet (CV-12)* as being the carrier that carried General Doolittle's raiders that bombed Tokyo on 18 April 1942.

You will find by checking the records that the (CV-12) was not in commission at that time. The ship actually was *uss Hornet (CV-8)* often called by the crew "The Green Hornet." As a member of that crew, I believe the rest of the survivors of the ship would appreciate having the error corrected.—R. O., LCDR, USN.

- *It is alertness on the part of readers like you that keeps ALL HANDS' staff on their toes and, in the end, results in a better and more accurate publication.*

—Ed.

Where Faribault Got Her Name

SIR: Can you tell me where *uss Faribault (AK 179)* got her name? I would appreciate all information on the naming of this ship.—R. G. H., HM3, USN.

- *Cargo ships (AK) and attack cargo ships (AKA) are normally assigned names of astronomical bodies and names of counties in the United States. In accordance with this rule, AK 179 was named for Faribault County in the state of Minnesota. For your information, although Faribault (the county) is located about 700 miles from the nearest ocean, it is part of Minnesota's vast lake country and, therefore, no stranger to sailing craft.*

The selection of county names is made primarily on the basis of "suitability" of the name, rather than the historical or contemporary importance of the county, however. When a county name is assigned, it represents all the counties of that name in all states. For further information on how ships get their names, see the article in the May 1953 issue of ALL HANDS, page 30, which goes into detail on the naming of all types of ships.—Ed.

Permanent Appointments for CPOs

SIR: I am a CPO with an acting appointment as of 16 Jun 1952. I once held a permanent appointment but have a break in service. Do you have any information if or when CPO (AA)s will be able to drop the (AA)?—H. D. D., MMCA, USN.

- *As stated in BuPers Inst. 1430.7A, permanent appointments have not been issued to personnel advanced to pay grade E7 since 31 Dec. 1950. However, there is a study in progress at the Bureau of Naval Personnel concerning the issuance of permanent appointments to chief petty officers appointed since 1 Jan 1951. Your permanent appointment issued during an earlier enlistment under broken service conditions has no bearing upon your eligibility.*

—Ed.

Amateur Radio Equipment

SIR: I am interested in obtaining information about the procurement, by individuals or organized groups of surplus and surveyed electronic components for use in constructing amateur radio equipment.

OpNav Inst. 2070.2C states, in part: "... Use of surveyed, obsolete, and surplus electronic equipment as a source of electronic components for use in the building of amateur radio equipment is encouraged." But it further states: "Transfer of ownership from the Navy to the individual or group concerned is not authorized by this instruction."

Since the incorporation of a component of surplus or conveyed equipment may involve considerable effort and planning. It would not normally be reasonable to make use of such components unless some arrangement could be made to obtain them on a more or less permanent basis. Is such an arrangement possible, and on what authority? Also, under what conditions may excess property and/or surplus property be purchased by individuals on active duty?—W. G. L., CTCA, USN.

• The Bureau of Supplies and Accounts will permit any authorized selling activity to make direct negotiated sales to any particular hobby shop or welfare and recreation unit of any surveyed, obsolete and surplus electronics equipment. Therefore, any naval personnel may procure electronic equipment for use in building amateur radio equipment from the hobby shop or the welfare recreation unit. Naval Reserve personnel not on active duty would be required to purchase electronic equipment by competitive sealed bid sale through any one of the authorized selling activities. In your case, the selling activities nearest your home are New York Naval Shipyard, Brooklyn, N. Y.;

Bark Rigged or Ship Rigged?

SIR: In the preface of the book supplement "Sounding the Pacific—1872" in the February 1955 issue, it is stated that *Tuscarora* is bark rigged. However, the picture of this vessel clearly shows her to be ship rigged. Perhaps she was rerigged after this picture was taken?—A. B., LTJG, USNR.

SIR: You have no doubt received many letters concerning this, but here's my comment also. The article on "Sounding the Pacific—1872" shows a picture of *uss Tuscarora* as a full rigged ship, i.e., all three masts square rigged.

In the italics below the picture it says: "a wooden screw sloop, third rate, bark rigged on 997 tons." Since a bark is fore and aft rigged on the after or mizzenmast, *Tuscarora* must have been rerigged some time between her launching and when the picture was taken, or you have inserted some

other ship's picture in her place. What's the story?—G. W. S., LCDR, USNR.

• The story is that not only do our readers have sharp eyes but they also see what they look at. They also know their sailing vessels.

The original caption which accompanied the original photograph reproduced on page 59 in the February 1955 issue of *ALL HANDS* identifies the vessel as *uss Tuscarora*, but fails to state the year in which the photograph was taken.

The ship's history of *Tuscarora* states that she was originally designed as stated in *ALL HANDS*—bark rigged, but it also mentions that she was placed in and out of commission several times during her career. The alteration undoubtedly took place on one of these occasions.—ED.

Naval Supply Depot, Bayonne, N. J.; and U. S. Naval Supply Activities, Brooklyn, N. Y.

Under no circumstances are naval personnel, military or civilian or their immediate families, authorized to purchase any surplus material direct from the Navy.—ED.

Advancement for CS Rating

SIR: I would like some information concerning the commissaryman rating. I made CS2 in 1951 and have been trying to advance to first class since then. I have taken the Fleet-wide competitive examination five times and passed every time. I realize the necessity for Fleet competition, but I also realize I am not bettering myself. I have 10 years in now and plan to stay for twenty, but with the rate now frozen until further notice,

my future doesn't look too bright. Could you shed some light on this for me and my fellow shipmates?—H. L. D., CS2, USN.

• The situation isn't as bad as it looks. Because of the large number of personnel on board as compared to the allowed number of commissarymen first class, the possibility of any advancements as a result of February exams was very small. Therefore no exams for CS1 were held in February 1955. Examinations will be held in August 1955 for PO1, PO2 and PO3 in all rates. Further, it is anticipated that normal attrition will create sufficient vacancies so that some advancements to CS1 can be made as a result of these August examinations. The number of advancements will probably be limited by quotas.—ED.

...how to send **ALL HANDS** to the folks at home

Superintendent of Documents
Government Printing Office
Washington 25, D.C.

ENCLOSED find \$2.25 for a subscription to *ALL HANDS* magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

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CARRONADE'S CREW RELAXES in new modern quarters. Below: Sailors enjoy a cup of "joe" in improved mess hall.



Crew Likes IFS's Good Looks

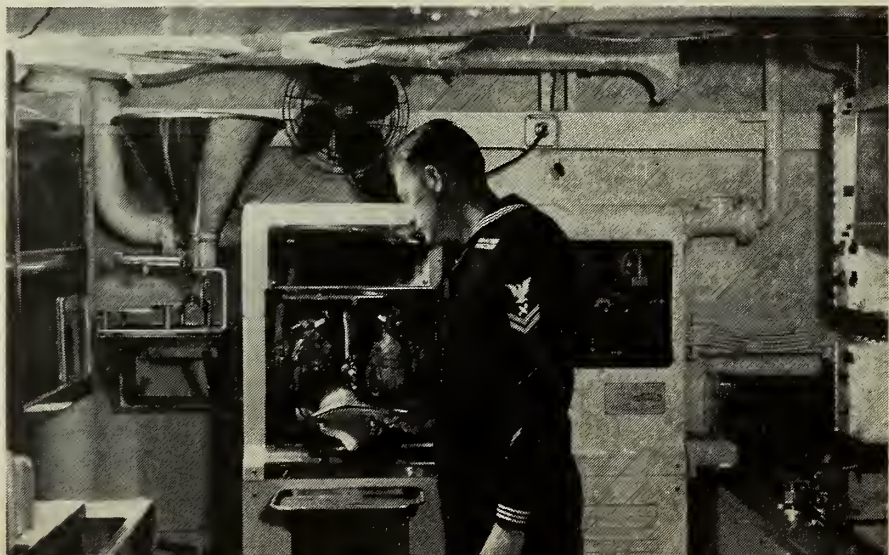
NAVYMEN of USS *Carronade* (IFS 1), a new type Navy ship into which the latest improvements in ship-board habitability have been built, enjoy conditions which are usually afforded only to carriers, battlewagons and shore stations.

Some of the new features employed in *Carronade* are: Panels and draperies which afford privacy around the bunks, fluorescent overhead lighting, television and tables for letter writing and games. Chairs and plastic topped tables which seat four men have been installed in the mess hall. The ship's "gedunk stand," located near the mess hall, contains the latest equipment with an ice cream machine and soda fountain.

These improved shipboard living conditions are all a part of the Navy's new habitability program.

Carronade is designed to replace the LSMR-type vessel that was used to provide close-in fire support to troops ashore during WW II.

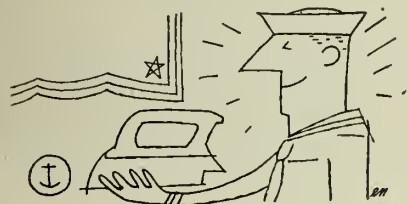
BUNKS have more privacy with draperies. Right: Sailor inspects ice cream machine in ship's "gedunk stand."



How to Keep Your Uniform Shipshape

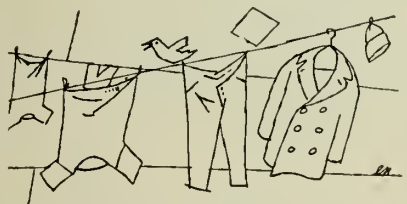
This is the second in a series of articles on the Navy uniform. For an account of the evolution of the Navyman's outfit and the traditions behind it, see ALL HANDS, June 1955, p. 28. This article deals with the care and marking of the uniform. Forthcoming in this series is a report on folding and stowing of clothing and gear.

YOU SOMETIMES may forget, but you are a representative of the United States government. What you do and how you look reflects credit



upon yourself, your Navy, and your country. The same goes for every other Navyman. Your uniform is recognized world-wide as "United States Navy."

You have a good beginning in your uniform. The clothing and equipment you receive as Navy issue is made of high quality material and is the result of an exceptionally high standard of workmanship. With a



minimum of trouble on your part, you can keep it shipshape.

No doubt you received a briefing concerning the care of your uniform while you were at boot camp, but just in case that period is some time behind you, you'll find in these pages a few tips you may have forgotten.

One of the best guides is *Uniform Regulations*. Here's an informal abstract of what that publication has to say concerning your uniform and appearance:

- Uniforms must be kept scrupulously clean with devices and insignia bright and free from tarnish and corrosion.

- Hats and caps are worn squarely on the head, bottom edge horizontal.

- Keep your face clean shaven and if you wear a mustache and/or beard (subject to command regula-



tions), keep them short and neatly trimmed. No eccentricity in the manner of wearing mustaches and beards is permitted.

- Make sure your hair is close-trimmed. It may be clipped at the edges of the sides and back, but it should be so trimmed as to present an evenly graduated appearance. Your hair should not be longer than three inches.

- No articles, such as pencils,



pens, watch chains, fobs, pins, jewelry, handkerchiefs, combs, cigars, cigarettes, pipes, or similar items are permitted to be worn or carried exposed upon the uniform. This restriction does not apply to cuff links, tie clasps, and shirt studs. You may wear a wrist watch, identification bracelet and a ring if it is not conspicuous.

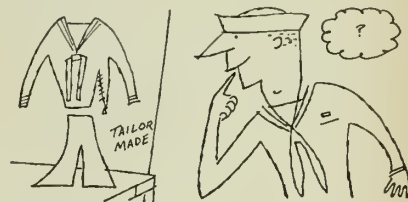
- *Uniform Regs* also has a few remarks concerning the appearance of women. Hair must be neatly arranged. The back of the hair may touch but may not fall below the collar. Side hair must be trimmed or



arranged to show a fairly close contour. The hair should not show under the front brim of the hat. Cosmetics, if used, must be conservative and in good taste. No pencils, pens, pins, handkerchiefs, or jewelry may

be worn or carried exposed upon the Wave's uniform. Earrings, hair ribbons, and other hair ornaments are not permitted. Women may wear a wrist watch, an identification bracelet and inconspicuous rings.

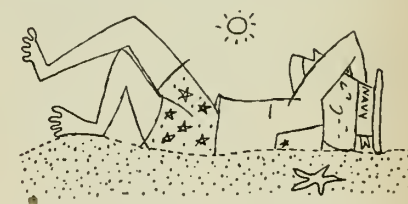
- Naval personnel are expected to provide themselves with an adequate supply of the correct uniforms and are forbidden to possess or wear any other than the regulation uniform or insignia of their respective rank, corps, or rating, or to wear decorations, medals, badges, or their rib-



bons if not prescribed by regulations.

- All wearing apparel and insignia you obtain through the Navy clothing supply system are considered regulation. Clothing and insignia from other than official sources must conform in pattern, appearance and quality to those you obtain from naval sources.

- You may not transfer or exchange your uniforms without the



authority of the commanding officer.

- Regulations provide that, unless directed otherwise, when on leave or liberty you may wear civilian clothing within the Western Hemisphere (including Greenland), and in United States possessions outside the Western Hemisphere.

- When on leave and traveling in a foreign country you should normally wear civilian clothes. Dress and personal appearance should be appropriate to the occasion so as not to bring discredit upon the Navy.

- You are not authorized to wear any part of your uniform at the same time you wear civilian clothes, except articles such as raincoats, shoes, socks, gloves, linen and underwear,



which do not present a distinctive naval appearance.

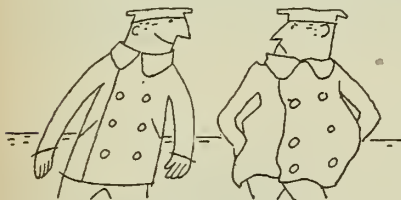
- You are not permitted to have civilian clothing in your possession aboard ship but you may have such clothing on hand at naval activities ashore when authorized by your commanding officer and if stowage space



is available. You may wear civilian clothes to and from shore activities when authorized by your commanding officer.

The best uniform in the world will give good service only if you give it proper care and maintenance. No matter how well fitting a uniform is when new, especially the coat, it will not continue to look its best or keep its shape unless it is carefully put on and kept buttoned. If you carry large or heavy objects in the pockets, you will soon destroy their shape. If space is available, uniforms should be kept on hangers; or otherwise kept neatly folded and carefully stowed.

Here are a few miscellaneous hints



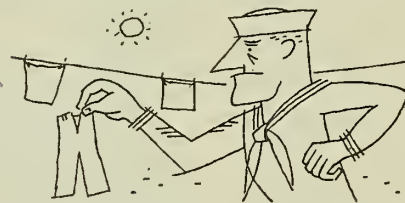
that will keep your uniform looking trim and smart:

Only a neutral soap should be used with fresh lukewarm water when washing woolens. If hard water is used, a little borax may be added to the water in order to soften it. When washing your blues, work up thick suds. The soap should be thoroughly dissolved in hot water, then added to cool water. You'll be happy to know that you shouldn't rub any more than necessary. Too much, and you'll spoil the finish. Rinse thoroughly until all

traces of the soap are gone. Use plenty of soap and water when washing, and plenty of water when rinsing. Don't use a washing machine for woolens if you can help it; if one is used, avoid low water levels that produce a pounding action, and wash with a minimum of rubbing or agitator action.

After washing, woolens should be centrifugally dried or squeezed gently to remove the surplus water (don't wring them out!) and then dried in the open air, weather permitting. If not, they may be dried below decks. After washing, colored garments should *not* be hung in the sun to dry. When this cannot be avoided, turn the garments inside out.

Pressing after laundering will greatly improve the appearance of



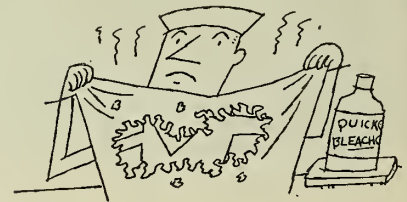
your blues or, for that matter, any garment. However, heat, friction, pressure, and soap produce felting. Felting, weave take-up, and elongation in the finishing process are the chief reasons for shrinkage. When laundering woolens avoid high temperature, friction, and pressure as much as possible. Never run woolen goods through a wringer or twist them to remove the excess of rinsing water before drying. When an extractor is not available, hang—or better, lay out—the wet garments to dry without wringing. After washing, napped goods can be rubbed with flannel to soften the surface.

The tape on collars and cuffs of jumpers can be cleaned (without washing the entire jumper) by scrubbing lightly with a toothbrush, using a neutral soap sparingly with slightly warm water.

Blue cloth trousers and jumpers should not be washed more frequently than necessary. Dry cleaning preserves the original finish and appearance of the garments. Particularly in

case of dress blue jumpers and trousers, it is recommended that, if possible, the garments be dry cleaned rather than washed in a laundering machine.

Never use chlorine bleaches on woolen garments or blankets. Even in diluted solutions it yellows and



weakens the wool fibers and in stronger solutions dissolves them completely.

A light singe mark should be rubbed vigorously with the flat side of a silver coin. It won't work, however, in the case of bad singes or scorches. Many singe marks can be removed by sponging with a 3 per cent solution of hydrogen peroxide and allowing to dry in direct sunlight. Don't use the hydrogen peroxide method on woolen or dyed fabrics.

To remove the shine from blue uniforms, steam the spot by laying a wet cloth over it and pressing with a hot iron and then rubbing it very gently with a piece of "00" sandpaper



or emery cloth. If possible, this should be done by a regular tailor. Sponging with a dilute (1:20) solution of ammonia before steaming is also recommended.

Here's a rundown on how to remove a wide variety of stains:

Rust, ink and fruit: Soak the stained part in a solution of oxalic acid or put some powdered oxalic acid or sodium or potassium acid oxalate on the stain previously moistened with water and rub with a piece of

white cotton or linen. The stain will dissolve and can be washed out with water.

Do not allow the oxalic acid solution to dry in the fabric as it will damage the material. Thoroughly rinse it immediately, preferably with warm water. Oxalic acid and its soluble salts are very poisonous and care should be taken in handling them.

Oil or grease: Place garment on table and put clean cloth, or other absorbent material, under stain and



apply carbon tetrachloride, petroleum benzine, benzol, or lighter fluid on stain and tamp it, driving oil and grease into the absorbent material. If stain is heavy, shift cloth to a clean place and flush with cleaning solvent.

To eliminate ring, saturate clean cloth with cleaning solvent and sponge lightly working from the center of stained area outward. **NOTE:** Carbon tetrachloride and many other solvents are highly poisonous. If they are used, instructions on the container should be carefully followed.

Paint: Paint stains, while still fresh, can be removed with turpentine. Old and hard paint stains are difficult to



remove and in such cases uniforms, if possible, should be sent to a reliable dry cleaner. A treatment for old paint stains is to apply turpentine and allow to stand for an hour. Then with teaspoon, or other blunt instrument, break up the stain and flush out as outlined in procedure for oil and grease. But it is much better to remove paint immediately while it is still fresh and will come out easily.

NOTE: Always use a tamping action when spotting fabrics. Even the most delicate weaves may be struck vigorously with a brush using a perpendicular action. Rubbing is likely

to leave a chafed area with later damage to color and weave.

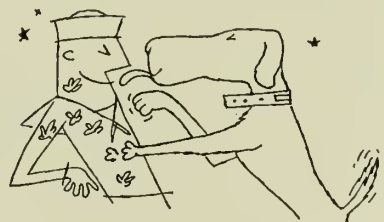
Paraffin and wax: Place blotting



paper over the spot and apply hot iron to the blotting paper. Continue this, using clean blotting paper, until the spot is removed.

Iodine: Iodine stains can be readily removed from white uniforms by applying a solution of "hypo" or sodium hyposulphite, used in photography, and then rinsing thoroughly with water.

Use "hypo" for white cotton only. Iodine may also be removed by using starch as prepared for laundry pur-



poses. A solution of ammonia may also be used.

Kerosene: Wash in a solution of warm, soapy water.

Mildew: If stain is recent, simply use cold water. Old mildew stains may be bleached provided the material is white cotton.

Food: Sponge the stain thoroughly with cold water. If a grease stain persists, dry thoroughly and then sponge with a little naphtha, carbon tetrachloride, benzine, or lighter fluid.

Blood: To remove dried blood, stains should first be brushed with dry brush to break up and remove as much as possible and then soaked in cold water for about an hour fol-



lowed by regular washing. If a slight trace of the stain remains, apply solution of ammonia. It's best to re-

move blood immediately with cold fresh water, before it dries.

To prevent moths, brush your clothes frequently, and then hang them outside in the sun. If your uniforms are to be put away for a long time and left undisturbed, thoroughly clean, then pack away in an airtight plastic bag, or with camphor balls, naphthalene, cedar wood, paradichlorobenzene, or sprayed with a solution containing DDT.

A clean cut in a serge or cloth uniform can be repaired by being re-

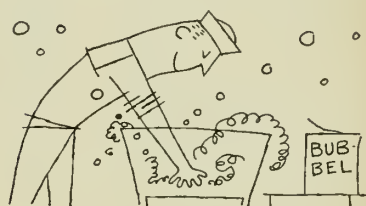


woven with threads drawn from the material in another part of the garment. This process is rather expensive, but a cut so repaired cannot be detected.

Cap devices and other embroidered metal insignia may be kept new and bright by scrubbing them occasionally with a toothbrush and am-

water. This should be done as soon as there are any signs of tarnishing or corrosion. If corrosion has been allowed to continue too long, the device cannot be restored to its original condition.

The gold part of officer and CPO



metal cap devices may be cleaned by washing with soap and water or by rubbing with any kind of polishing cloth. The sterling silver part can be cleaned with any silver polish.

Gold lace will rapidly tarnish and deteriorate if in contact with or hung near any substance containing sulphur, such as rubber or ordinary manila and kraft wrapping paper.

If you follow the above pointers you'll get plenty of return in the way of appearance and long life from your uniform—the best known outfit throughout the world today.



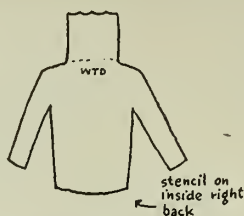
DUNGAREE JUMPER- (Optional)

Requires two markings. Stencil name and service number on the inside of hem at the right of the center line of the back. Stencil last name only, on the wearer's left front on a line with the second button from the top. Use white ink.



BLUE JUMPER

Requires two markings. Stencil name and service number on the inside of hem at the right of the center line of the back. Mark gorment label under collar with indelible ink.



WHITE JUMPER

Requires two markings. Stencil name and service number on the inside of hem at the right of the center line of the back. Initials only to be stenciled about 3" below collar seam on the outside.



CHAMBRAY SHIRTS

Require two markings. Stencil name and service number on the outside center of the back 6" below shoulders. Stencil last name only on outside left front, 1" above pocket. Use black ink.



JERSEY

Print name and service number on a label on the inside below the back of the collorette.

WHITE HAT

Stencil name on the outside of the brim, when brim is turned down, sufficiently close to crown so that marking will not show when brim is turned up. Stencil on back over diagonal seam of brim.



BLUE CAP

Stencil name on the inside of the sweatband.



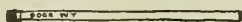
WATCH CAP

Print name and service number on a label on the inside 1/2" from bottom.



BELTS

Stencil name only, on inside of belt next to the buckle.



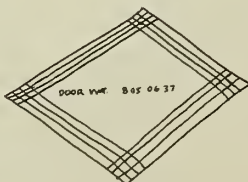
GLOVES

Stencil initials only, on inside near the top.



NECKERCHIEF

Stencil name and service number diagonally across the center on one side only.

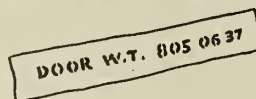


HOW TO MARK YOUR GEAR



Pride in your possession of your gear. Mark your gear with a stencil. It's a sure way to keep track of your gear. Mark your gear with a stencil. It's a sure way to keep track of your gear.

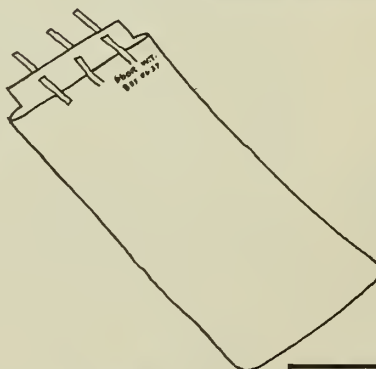
All markings are to be made with a stenciled letter 1/2" high with a 3/4" letter. The stencil is cut with the last name first. Your service number goes directly under your name. If you PRINT your name and service number on them with indelible ink.



Use white marking fluid. There is a marking fluid. Use white marking fluid. There is a marking fluid.

MATTRESS COVERS

Require two markings. Stencil name and service number at right corners, 4" from the open end on both sides.



SEABAG

Requires three markings. Stencil name and service number on the carrying strap. Stencil last name and service number on the bag (horizontally) when open.



SHOES

Stencil initials only, on the inside at the top on the sides.

RUBBER OVERSHOES

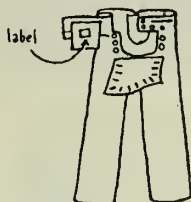
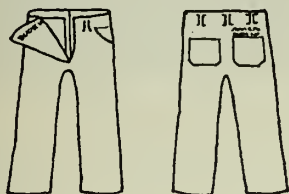
Stencil initials only, on the inside of the top on the sides.



SOCKS

Stencil initials only, across the top.

Stencil name and service number on the waistband on the inside front at the right of the fly. Stencil name and service number above the right hip pocket on the outside. Use white ink.



DUNGAREE TROUSERS

Require two markings. Stencil name and service number on the waistband on the inside front at the right of the fly. Stencil name and service number above the right hip pocket on the outside. Use white ink.

BLUE TROUSERS

(Button-front type.) Print name and service number on a label on the outside surface of the wearer's right-hand pocket inside waistband.

BLUE TROUSERS

(Zipper-front type.) Print name and service number on a label on the outer surface of the back pocket piece.

WHITE TROUSERS

Require two markings. Stencil name and service number on the waistband on the inside front to the wearer's right of the fly. Stencil initials only on the underside of the pocket flap.

NAVY UNIFORM

Making proper care of your uniform will be a waste of money if it is up in the Lucky Bag or is lost in the laundry for Navy uniform regulations state that all articles of clothing must be properly marked with the owner's name and service number, in a regular place.

Available, otherwise by your initials. If no initials are provided,



Mark all blue clothing and black marking fluid on all white clothing—mark your chambray dungaree shirt with black ink to mark new clothing or to restencil faded markings.

DRAWERS

Stencil name and service number on the outside of the right half of the waistband.



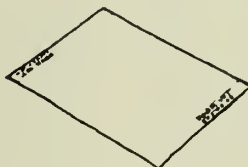
UNDERSHIRTS

Require two markings. Stencil name and service number on the outside of the front, 1" from the bottom of the shirt at the right of the center. Stencil name and service number at the upper center of the back, on the outside 3" below the neck.



BLANKETS

Require only one marking. Stencil name and service number at right top corner. Stencil on one side only, 4" down from and parallel to the finished edge.



TOWELS

Require four markings. Stencil name and service number on hem, parallel to edge on corners as shown. Stencil bath sides of towel.

PILLOW COVERS

Require two markings. Stencil name and service number at right corner of the open end, parallel to and on hem. Stencil once on each side.

PILLOW

Requires one marking. Stencil name and service number on one corner 4" from the end and parallel to edge.

RAINCOAT

Stencil name and service number inside an lining, about 3" below collar seam.



SWIM TRUNKS

Stencil name and service number inside on hem at right center of back.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



DESTROYER USS Agerholm (DD 826) 'surfaces' in rough seas to make highline transfer to carrier USS Yorktown (CVA 10). Ships were operating in Far East.

Dependents Flock to Five Cities

Norfolk, Va., is tops in the number of Navy dependents living within a 50-mile radius of the station. San Diego, Calif., is a close second in dependent housing, according to a recent survey made by the Department of Defense.

A total of 56,975 dependents were in the Norfolk area when the survey was made in contrast to 51,344 in the San Diego area.

It has also been revealed that there are a total of 632,141 dependents of Navymen throughout the world. This means that more than nine per cent of the dependents are located in one 50-mile area around Norfolk, lending strength to Norfolk's claim as the "Capital of the Navy."

California had three cities in the top five, from the standpoint of dependent housing, with San Francisco listing a total of 30,738 dependents in the area and Long Beach reporting 23,572. Fifth place went to Newport, R. I., with 22,200.

Salt Cellar Packs 'Em In

"Salt Cellar" has been selected as the winning name of the NAS Oceana EM Club, Virginia Beach, Va.

M. L. Russell, GF1, USN, who has been in the Navy 11 years, is credited with selecting the most suitable name for the club. After considerable thought, and two previous entries, "Salt Cellar" seemed good enough for a third try for first prize—and "Salt Cellar" it is.

News of Navy Ships

Some of the terms which apply to Navy personnel—like recruit, say, or Fleet Reserve—might also apply to ships. Thus a couple of "new recruits" would be *uss Seawolf*, second member of the nuclear submarine fleet, and *uss Carronade*, which is pretty much a new breed of seafarer. You might add *uss Creville* to the "Fleet Reserve" roster. Finding a convenient term for *uss Yorktown* is something of a problem, however, unless you list her as "on TAD at Bremerton."

What this piece boils down to, of course, is a rundown on ship commissionings, recommissionings, decommissionings and modifications. Like this:

- *uss Carronade* (IFS 1), a new type of Navy ship, has been commissioned at the Naval Shipyard in Bremerton. *Carronade's* duties will be similar to those of the LSMR—to steam in close to shore, say, and let fly with a barrage of power-packed rockets. The new amphibious warfare vessel got her name from an old naval gun developed in Scotland about 1750. Effective short-range weapons, carronades were used by the British in action against the American colonies during the Revolution. *Carronade*, like other ships of the "new look" Navy, makes generous use of habitability features in her living spaces. Once her acceptance trials and outfitting are completed, *Carronade* will be assigned to the Pacific Amphibious Force at San Diego. (More on *Carronade* on page 28.)

- *uss Seawolf* (SSN 575), fraternal twin of historic *Nautilus* (see ALL HANDS, April 1955, p. 28), has been launched at Groton, Conn. *Seawolf* is the third Navy submarine to bear that name. The first was authorized in 1909, but her name was changed to H-1 two years before she was commissioned. The second *Seawolf* (SS 197) received her commission pennant in December 1939. She is credited with one of the best records for fleet submarines made during World War II. Covering practically all Pa-

YESTERDAY'S NAVY



On 6-7 Aug 1943 a task group of U.S. destroyers sank three out of four hostile destroyers intercepted in Vella Gulf. On 9 Aug 1942 U.S. Marines captured a Japanese airstrip under construction on Lunga Point, Guadalcanal, and immediately began filling bomb craters so that U.S. fighter planes could use the field. This field was later named Henderson Field in honor of Major L. R. Henderson, USMC, a flyer lost at the Battle of Midway. On 15 Aug 1943 U.S. amphibious forces landed 4600 troops on Vella Lavella without ground opposition at the beaches.

cific shipping routes, *Seawolf* made 15 war patrols and sank a great number of enemy vessels including several men-of-war.

• **uss *Yorktown*** (CVA 10), the "Fighting Lady," has entered Puget Sound Naval Shipyard for a modernization job which will include a "hurricane bow," angled deck and "habitable" living quarters. *Yorktown* is expected to return to the line sometime in 1956.

• **uss *Chambers*** (DER 391). *Chambers* has served both as a Navy and Coast Guard vessel. She was built originally as a DE, and operated as such during World War II. Put in mothballs in April 1946, *Chambers* was recommissioned as WDE 491 in June 1952 and served as a Coast Guard weather vessel until July 1954, when she was again decommissioned. Her June recommissioning at Philadelphia followed installation of various habitability features, in addition to the gear which makes her a virtual floating radar set.

• **uss *Crevalle*** (SS 291) is being mothballed at New London, Conn., for the second time since she was commissioned in June 1943. The *Balao* class submarine was first placed in reserve in January 1947, but was reactivated in September 1951. During the later stages of World War II, *Crevalle* operated in the Southwest Pacific area, and is credited with sinking a 16,800-ton converted Japanese tanker.

• **uss *Glacier*** (AGB 4), 310-foot prototype for future icebreakers, has been commissioned in Pascagoula, Miss., the spot where she was launched last August. The powerful new cold-weather specialist is already scheduled for some choice duty as flagship of Task Force 43, unit designation for the Navy's "Expedition Deep Freeze" to the Antarctic.

Half of the Grads Go NavCad

There's something about the NavCad program which attracts graduates of the Perkinston Junior College, Miss. Nineteen men, who represent 40 to 50 per cent of the eligible men of their class, have applied for NavCad Training at NAS New Orleans.

This is the largest percentage of any college in the area covered by NAS New Orleans, if not the whole Naval Air Reserve Training Command of 28 Naval Air Stations.

With five former graduates now

ADM Burke Succeeds ADM Carney as CNO

Admiral Arleigh A. Burke, USN, takes over his duties as Chief of Naval Operations this month, as successor to Admiral Robert B. Carney, USN.

ADM Carney, who succeeded Admiral William N. Fichteler, USN, in August 1953, has announced that he will retire after a career of 43 years of naval service. A graduate of the Naval Academy in 1916, he was head of the Third Fleet during World War II and later commanded the armies, air forces and navies of NATO's southern flank.

A 1923 graduate of the Naval Academy, ADM Burke became known as "31-knot Burke" because of the high speeds he demanded, on occasion, of the destroyer squad-



Admiral Carney

Admiral Burke

rons under his command. One of them, Destroyer Squadron 23, covered the first landings on Bougainville in 1943, and then went on to participate in 22 separate engagements with the enemy in the following three months. Immediately before assuming the position of CNO, ADM Burke was Commander, Destroyer Force, Atlantic Fleet.

undergoing naval flight training, Perkinston stands far in the lead among colleges of its size for bringing the advantages of service training to its students. While it may be a record for naval interest shown by junior colleges Perkinston considers the high enrollment to be a normal indication of students' interest in furthering their careers.

Navy Sons Graduate at USNA

More than 100 midshipmen of the 740-man first class at the U.S. Naval Academy who graduated on 3 June, are sons of active, retired or Reserve members of the armed forces.

Of these, 83 are sons of naval personnel; six are Marine Corps "juniors"; four have Air Force and 10 have Army fathers. Three midshipmen are sons of Coast Guardsmen.

Approximately one-third of the graduating class served with Regular or Reserve components of the armed forces before entering the Naval Academy.

Navy commissions went to about 496 members of the graduating class. About 181 midshipmen received Air Force appointments, while the Marine Corps received some 59 members.

Two foreign midshipmen completing training at the Naval Academy this June will be graduated with Bachelor of Science degrees. The two foreign nationals are from Cuba and Venezuela.

Sponsors for Hawaii Air Scouts

Air Transport Squadron 21, based at NAS Barber's Point, is sponsoring Air Explorer Scout Squadron 123, the only squadron of its kind in the area of the Honolulu Boy Scouts of America Council. Members are 14 to 17 years old and are enthusiasts of all phases of aviation. They are given every opportunity to inspect and study aircraft and equipment.

The VR 12 sponsors are planning to recruit new members and organize events which will include air, sea, and ground tours plus encampments, training films, lectures, and recreational outings.

Air Transport Squadron 21 operates the R6D (DC6) type transport.

'Mighty Mites' Get Med Duty

There's something new in the Mediterranean. To be more explicit there is a division of 165-foot, wooden-hulled mine sweepers now operating with the Sixth Fleet.

The "Mighty Mites" of the Atlantic Fleet Mine Force, *uss Bold* (MSO 424), *Aggressive* (MSO 422), *Bulwark* (MSO 425) and *Exploit* (MSO 440) are the first of their type to cross the Atlantic for duty in the Mediterranean.

While the MSOs are small, they now rate some of the most comfortable shipboard living quarters in the Navy today. A modernization program has laid special emphasis on improving living spaces and messing facilities aboard the ships.

Braille Is His Hobby

Navy men throughout the Fleet are always quick to lend a helping hand to someone in need of assistance. One of these sea-going "envoys of good will" is James Hahn, SKSN, usN, who spends his off-duty hours in *uss Sanborn* (APA 193) translating books and articles into Braille for the blind.

He first became interested in his worth-while hobby back in 1948 when he was a senior in high school. A friend of his was translating material into Braille for a blind friend. Hahn was so impressed that he decided to devote his spare time helping the blind. Within a year he had recruited 15 buddies and between them they translated 20 books and innumerable pamphlets. That year he received the "Scout of the Year" award in Philadelphia where he lived.

After he entered the Navy in 1952

Hahn continued his work. Hahn feels that this is one of the most rewarding hobbies a man can have. And proof of this is found in the many letters and cards he receives from the people who have read his translations.

Mess Hall Morale

Realizing that a little bit of home means a lot to men stationed in foreign lands, the Navy men at U.S. Naval Station Sangley Point, Philippine Islands, have brought a "state-side atmosphere" to their enlisted men's mess hall.

Last year, the station commissary officer, Marcus A. DesChane, CHPC-CLK, usN, submitted a recommendation to the Sangley Point Joint Recreation Council which called for the improvement of the interior of the EM mess by reproducing scenes from home on the bulkheads.

As soon as the recommendation was approved, Vitaliano V. Vallar, SD2, usN, a Navy steward with collateral duties as an artist, was called upon to paint the more than 30 murals that now adorn the bulkheads of the main mess hall.

Now, in their newly painted mess hall, Navy men at Sangley unanimously agree that the murals have been a mealtime morale booster — especially the reproduction of the Golden Gate Bridge over the main archway.

—J. T. Costello, JOSN, usN

Adoption Papers for CVE

There aren't many ships in the Navy today that haven't at one time or another "adopted" certain children or charities, bestowing gifts and in general keeping them under a watchful eye. Now the tables have turned, for Cub Scout Pack 84 of Lynwood, Calif., has adopted *uss Point Cruz* (CVE 119).

During the remainder of this year the cubs will send books, magazines, letters and candy to the carrier's crew.

When word of the "adoption proceedings" reached the ship, the men of the carrier invited the scouts to visit the ship and gave them the grand tour, complete with ice cream and cookies in the crew's mess.

Before departing, the Cubs presented the commanding officer of *Point Cruz* with a plaque signifying their loyalty to their project.

Aviation Safety Award

Fighter Squadron 114, after completing a tour of duty with Task Force 77 in Far East areas, was presented with the 1954 ComAirPac Aviation Safety Award on board *uss Kearsarge* (CVA 33) for outstanding carrier squadron operations with the Pacific Fleet. Fighter Squadron 114 flew a total of 4010 hours in 1954.

The citation read in part: "This outstanding record was realized through sound maintenance and training procedure under the supervision of responsible officers and petty officers."

During the past year of carrier operations, the squadron has flown from the deck of *Kearsarge* in the waters of Hawaii, California, Japan, Philippines, Formosa, and the China Sea.

A perpetual trophy engraved with the squadron's number will be kept on display at NAS San Diego, Calif.

Greek City Aided After Quake Is U.S. Sailors' 'Hometown'

One member of the crew of the Sixth Fleet's *uss Albany* (CA 123) had a more than academic interest in the vessel's destination as she sped from Leghorn, Italy, to the earthquake-stricken city of Volos, Greece.

Themis Stamus, SN, usN, of *Albany*, had been a resident of Volos before joining the U. S. Navy and, as a result, was deeply concerned over the safety of his family and friends. Because it was his "hometown," Stamus was selected to present the check for \$3000 collected by *Albany's* crew toward reconstruction of the town's Children's Asylum, destroyed by the quake.

An impromptu party held aboard *Albany* for the orphans was additionally lightened for Stamus by the news that his family had survived the earthquake without injury.



ALBANY sailor whose hometown is Volos greets mother and family whom he found safe after the quake.

Official reason for the trip was delivery of 500 tents supplied by the U. S. Army to aid the homeless residents of Volos.



SKIPPER OF *USS Albany* (CA 123), CAPT J. F. Davidson, usN, is thanked for delivery of funds and tents for quake victims by Army Gen. Messinopanos.

Rifle and Pistol Championships

The Navy has again been invited to send teams and individuals to the National Rifle and Pistol Championships to be held at Camp Perry, Ohio, from 20 Aug through 10 Sep 1955. These teams will be in addition to the U.S. Navy team selected from All-Navy championships. If your ship or station has a good rifle and pistol team, or there's a man aboard who's a crack shot, they may be entered by your C.O.

To be eligible to participate, you must have done one of the following: (a) have previously fired in National Matches, (b) hold NRA master rating, (c) have previously won place medals in NRA Regional Matches or in the U.S. Navy Conference or Fleet Matches; or (d) be able to equal the following scores:

- **Pistol** — .45 caliber automatic, service ammunition, National Match course 245; or Navy Expert Course E 350.

- **Smallbore Rifle**—metallic sights — Dewar Course 370.

- **High Power Rifle** — Service rifle — National Trophy Rifle Course 220; or Navy Expert Course B 320.

All officers and enlisted men on active duty for more than 90 days are eligible to participate in these matches.

Commanding officers have been authorized to issue temporary additional duty orders to qualified officers and enlisted men at no expense to the government.

Entries for the National Rifle Association Matches close 8 Aug 1955 for smallbore; 21 Aug 1955 for high power rifle; and 22 Aug 1955 for pistol. Entries for these matches may be made at Camp Perry, Ohio.

Programs for the NRA portion of the matches may be obtained from the National Rifle Association, 1600 Rhode Island Ave., Washington, D.C. Details on Navy participation in these matches are contained in BuPers Notice 1710.

Game Takes 32 Innings

Two Guam Navy softball teams set an island, and possibly a Navy, record as they battled through 32 innings of a league game. The Naval Station Dodgers finally tallied a run in the 32nd frame to defeat the Naval Air Station Flyers, 3-2.

The marathon contest began at 1830 on one day and ended at 0045 the next morning.

SIDELINE STRATEGY

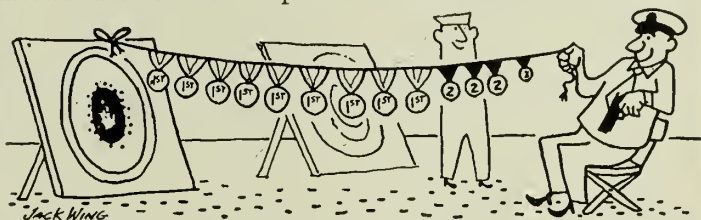
CHIEF MACHINIST Offutt Pinion, USN, is developing a habit everyone should cultivate—the habit of winning. Whenever the sharpshooting Pinion takes pistol in hand to fire in competition, he's almost a lead-pipe cinch to come away with some of the top honors.

His latest victories came in the Ninth Annual Stemmer Run, Md., pistol matches. After the last shots had been fired and the smoke cleared away, Pinion had won nine first place medals, three second place medals and one third place

game with a 219 score and a new high series with a 595 total pinfall. The team also scored the high series with 2793 for an average of 186.2.

★ ★ ★

The CinCNELM staff basketball team was awarded the Herbert Navy Trophy for winning the basketball championship of Great Britain. The Blue-jackets captured the trophy when they went through undefeated in the British National Open Basketball Tournament in London.



medal. Not bad, considering there were only 13 events scheduled in the match. And out of a possible total score of 2100, Pinion had an aggregate of 2029.

★ ★ ★

The crew of *uss Manchester* (CL 83) think that the record of their basketball team tops that of any other vessel. At last report, the Pacific Fleet cruiser had won 73 of her last 80 games.

This year, the ship's hoopers also added two more trophies to their already overflowing trophy case: The Mare Island Christmas Invitational Tournament and the Mare Island Winter League championship.

★ ★ ★

Another cruiser, *uss Bremerton* (CA 130), meantime, just about had a monopoly on Mare Island bowling as they captured the Mare Island Intramural Bowling League title and members took all but one of the individual honors. Paul Pettigrew, SN, USN, set a high singles

Over in Heidelberg, Germany, the Commander Naval Forces Germany officers' bowling team won the championship in the Sportsman's Bowling League.

The odds were 9-1 that a Navy team wouldn't win the title, since the ComNavGef bowlers were the only sea service team in the league.

★ ★ ★

The Seattle, Wash., Naval Station Waves basketball team won the Officials' Award at the 1955 Washington State Women's basketball tournament. This trophy, symbolic of "The Ideal of Women in Sports," was awarded to a service team for the first time.

Besides this trophy, two team members of the Wave sextet gained individual honors. Ensign Elizabeth Barrett, USNR (W) was selected from a field of 120 women to receive the "Outstanding Guard" trophy and Judy Wood, YN3, USN (W), was one of six women to be selected to the "All-State" team.

—Rudy C. Garcia, JO1, USN.

THE BULLETIN BOARD

'Advance Information' Program Offered by 11 ND on Living Conditions in San Diego Area

Realizing how important it is to a Navyman moving to a new duty station to know something about the housing facilities available there for himself and his dependents, the Eleventh Naval District has established a Dependents Information Office which provides "advance information" to all Navy men moving to the San Diego area.

The DIO sends a form letter to all Navy men who are moving from another area to San Diego and are known to have dependent families. This letter extends a personal welcome and forwards an advance information sheet containing the essential information the family will need to know about San Diego housing.

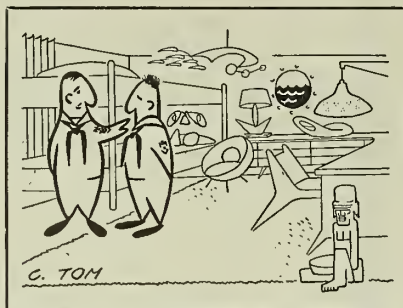
If you are moving to San Diego the DIO can be of beneficial service to you and your dependents if you are aware of its location and purpose. It would be a good idea for you or your wife to contact the DIO (preferably in person) as soon as practicable after you arrive in San Diego.

The DIO is located at the front of Navy Pier on Harbor Drive and is near other buildings of 11th Naval District headquarters. The telephone number is Belmont 2-3871, Extension 776 and except for holidays the office is open Monday through Friday of each week from 0800 to 1630.

You will find that temporary housing is generally available for immediate occupancy. This housing has two small bedrooms and is equipped with simple furnishings including essential linens, dishes and cooking equipment. Such housing is available for occupancy up to a period of 60 days which gives you plenty of time to locate the type of permanent housing you prefer.

The monthly rate for this type of temporary housing is \$60, which includes all utilities. For periods of less than one month, the charge is \$2 per day with a minimum charge of \$10. In addition, there is a \$10 security deposit (required in advance) which is refunded when you leave.

Temporary housing cannot be re-



"Yes Jenkins, I realize that this is a modern Navy, but . . ."

served in advance but may be obtained at the DIO or the Housing Office (3150 Barnett Ave.) from 0800 to 1630 on week days. If you arrive in San Diego at any time when the offices are closed you may obtain assignment from the District Duty Officer whose office is located at 11th Naval District headquarters, 937 Harbor Drive. If you should be unable to apply personally your wife may obtain assignment by presenting a copy of your orders, her ID Card or other papers which identify her as your wife.

The housing office also controls assignment to all permanent Navy, municipal, federal or Wherry housing which is located in San Diego and suburbs. In addition, the housing office maintains listings of available housing owned or operated by private agencies and individuals.

In addition to DIO, various Navy Wives Clubs in the San Diego area are jointly sponsoring a program intended to welcome newly arriving families of enlisted men to the area and to assist these families in overcoming the usual problems involved in moving to a new community. You will find the services of the Navy Wives Clubs a real asset in getting acquainted with your new surroundings. There is a "baby sitting service" for new arrivals who are busy house hunting and getting settled. There is also transportation assistance from a volunteer motor pool to help you in your transportation problems and a guide service.

All these services are available to make your move to San Diego as pleasant and as easy as possible—take advantage of them.

Assignment to Nuclear Crew Or FTC Follows Orders to New Construction or Conversion

If you receive orders to new construction/conversion vessels, other than submarines, you may anticipate one of two preliminary assignments. You may be assigned to the nucleus crew going directly to the building or conversion yard or you may be ordered to a Fleet Training Center for precommissioning training.

Officers of the nucleus crew will normally be the prospective commanding officer and department heads. Other key officers may be assigned, depending upon the type ship involved. The remainder of the ship's officers, including the prospective executive officer, department assistants and division officers, will usually be assigned to a Fleet Training Center for precommissioning training.

A number of key petty officers, usually about 20 per cent of the ship's allowances, are also ordered directly to the building or conversion yard. The majority of the ratings of supply and engineering will be ordered as part of the nucleus crew. If you are one of these key POs, you will usually be ordered to report to a naval activity in the vicinity 10 weeks before completion or commissioning date.

If it so happens that the shipyard you are ordered to is not close to a naval activity, or the commuting distance to a Navy activity is too great, and there are no berthing and messing facilities at the yard, you will then be entitled to receive per diem allowances.

The remaining enlisted men will be ordered to a Fleet Training Center for precommissioning training. This training is usually scheduled to allow these men to report to the ship about one week before commissioning or completion date.

Do not submit requests to the Bureau for duty in new construction/conversion vessels. No waiting list is maintained. Officers and men assigned to these billets are ordered from assignment sources available to the Bureau.

The duties of the nucleus crew are

to assist in assembling the precommissioning outfit, and in viewing tests of machinery and equipment. This crew learns reactivation techniques.

The men in the precommissioning training units receive practical training in order to undergo shakedown training. Peacetime precommissioning training also serves the purpose of establishing and maintaining the procedures that will be used should war be declared.

The official word on the assembly and training of crews for new construction/conversion vessels, other than submarines, may be found in BuPers Inst. 1320.4A.

Revised Rules Set on Temporary Storage of Household Goods

Change of station orders, in themselves, are not enough to entitle you to temporary storage of household goods at government expense, according to the most recent decision of the Comptroller General. Also, although permanent change of station orders may authorize transportation of household goods, this fact alone does not entitle you to temporary storage or storage in transit at government expense.

Your household goods shipping officer is the authority for approval or denial of your request for such temporary storage. His determination will be based on his knowledge of the facts and of the necessity for storage.

Here's the story: Under the Career Compensation Act of 1949, military personnel, upon receipt of change of station orders, are entitled to transportation (including packing, crating, drayage, temporary storage and upacking) of baggage and HHE.

However, it has been ruled that temporary storage is not an absolute right, and that a mere request is not enough to justify temporary storage or storage in transit.

It was further ruled that in instances where military personnel are assigned furnished quarters, or required delivery of but a small part of the household goods at their quarters, temporary storage at government expense, irrespective of whether the owner stored them at his old or new station, would not be authorized.

As a result, household goods shipping activities will, by authority of BuSandA Notice 4050, take the fol-

WAY BACK WHEN

Communications—Then and Now

Back in ancient times probably the first means by which Navymen were able to communicate with one another aboard different ships was through the use of sails, with number and position of the sails representing specific meanings. Such communication techniques date back to the Greek and Persian fleets that sailed the Mediterranean as early as 400 B.C.

For signaling at night ships developed the use of flaming fire. This is illustrated in the Mozenigo Code. In 1420 a Venetian general, named Mozenigo, devised a set of fleet instructions for night signals. In this code or group of instructions, a fire exhibited on the poop of a vessel signified the command: "Set the mainsail." Two fires meant: "Set both the square sails." Three fires denoted: "All plain sail." and four fires: "Lay in the oars and make all sail."

A code dating back to 1614 makes reference to running lights for signaling at night. According to this code, division and squadron commanders carried three lanterns at night and other galley commanders carried one lantern.

In this early code tactical and general signals were also used. A pennant hoisted on the poop deck indicated the order: "Make sail" — and it was dipped once for each sail set. A pennant from the masthead indicated a strange sail was in sight and was dipped once for each sail seen.

A pennant from the yardarm meant that wine was being served. A square flag at the yardarm indicated bread was being served, and both signals displayed together signified mess was being served.

A banner held up by a man standing amidship denoted distress, while a banner held up on the poop indicated: "Form line ahead."

No fixed rules governed the use of signals among the early navies but today the rules of signaling and communications are almost universally followed.

The modern ship has bells, gongs, whistles, flags, lights, electronic devices and a public address system for communication.



A natural evolutionary process in signals and communication has developed, and today, at night, ships' lights are arranged according to color and visibility, enabling approaching ships to judge types and locations of one another.

A carry-over into the electronics era is the sounding of the fog signal by the ringing of bells according to set signals. An old but simple device still in use today is the sounding of gongs announcing the arrival and departure of officers' boats. Aboard ship distress signals are still communicated by means of gongs. Another descendant of early communication techniques is the square flag with a ball, while a refinement of the cupped hands or megaphone is the P.A. system.

During the ship's meal period the meal break (E flag) is displayed between sunrise and sunset, a modern counterpart of the ancient pennants that were hung at the yardarm.

One of the oldest and most famous of the communications methods is semaphore. It is still one of the most reliable forms of transmitting a message over a medium distance and is the only method in use today that is not dependent on some form of electrical or mechanical equipment. This method has been used by the U.S. Navy for well over a hundred years.

lowing action in connection with all requests for authorized temporary storage and storage in transit:

- The owner will be required to execute a statement indicating the necessity for storage, due to conditions beyond his control. If the facts warrant, shipping officers will prepare a certificate of necessity to be attached to the dealers' invoice or carriers' public voucher.

- When a partial lot is withdrawn

from temporary storage or storage in transit costs for those goods remaining in storage and later delivery are not payable at government expense.

- When military personnel are ordered to a course of instruction of 20 weeks or more in which furnished or partially furnished quarters are available, the owner will be advised to request nontemporary storage for that portion of household goods which will not be used during that time.

Summary of Regulations and Deadlines for LDO Candidates

Men whose permanent status in the Regular Navy is warrant officer, chief petty officer or petty officer first class may compete for limited duty appointments.

The Officer Personnel Act of 1947 authorized the President to appoint individuals in these categories permanently to the active list of the Navy in the grade of ensign in the line, Supply Corps and Civil Engineer Corps, for the performance of limited duty only in the technical fields indicated by their warrants or ratings.

The LDO program provides enlisted men with a path of advancement to commissioned grades up to and including the rank of commander before completing 30 years of active military service.

The complete LDO program is described in considerable detail in BuPers Inst. 1120.18B.

Here is a brief summary:

If you are included in the categories described above, you are eligible to compete if you:

- Have completed 10 years of active naval service, exclusive of Reserve training duty, on or before 1 January of the year in which your appointment will take effect.

- Are serving as PO1 or higher, on 1 January of the year in which your appointment can first be made, and have served in that capacity for at least one year.

- Have not reached your 35th birthday as of 1 January of the year in which your appointment can first be made. The only exception to this rule occurs if you are serving in a temporary commissioned grade of ensign or above, or have previously served in a temporary commissioned grade of lieutenant (junior grade) or above. In this

case, the maximum age limit is raised to 38 years.

- Have satisfactorily completed the USAFI GED test (high school level) before the date the LDO selection test is given. This GED test *must* be taken, even though you may earlier have taken a college level or two-year college level GED test or hold a regular high school diploma. Your application will be rejected if you take the GED high school level test after you have taken the LDO selection test.

- Have had no record of conviction by court-martial for two years before examination.

- Are able to meet the physical standards set for original appointment for the corps to which appointed.

You are not eligible to compete if your conduct and associations are such that reasonable grounds for rejection are established by the Chief of Naval Personnel. You may not make application in more than one LDO classification in one year.

Generally speaking, you are not eligible to submit application for consideration for appointment more than twice. However, each annual selection board will recommend to the Chief of Naval Personnel that special letters be sent to the candidates who have twice failed of selection but whose qualifications are considered to be sufficient to warrant further consideration. If you are in this category you must, nevertheless, meet age requirements and be otherwise eligible. Men who twice failed of selection before the 1954 program, at which time this provision first went into effect, may submit a request for a special letter of authorization for consideration by the selection board scheduled to convene in 1956. Requests should be addressed to the Chief of Naval Personnel (Pers B-6251). This provision is applicable to the 1956 program only and will later be canceled.

You are not eligible if you have transferred to the Regular Navy as a permanent USN officer above the rank of CWO, if you are retired, or are a member of the Fleet Reserve. Hospital Corps and Dental Corps personnel are not eligible. If you are a member of either of

HOW DID IT START

Navy's First Iron Ship

Probably the most famous ironclads in early U.S. naval history are *Monitor* and *Merrimack*, (Confederate ship *Virginia*) noted chiefly as the first iron ships to be tested in combat. The first iron vessel built for the U.S. Navy, however, was *USS Michigan*, an iron side-wheel steamer.

When a Congressional Act in 1841 gave the President the authority to build and equip war vessels on the upper Great Lakes, the Secretary of the Navy began preparations for the building of a steamer for this service. She was named *Michigan*.

In 1842 at Pittsburgh, Pa., construction started. *Michigan* was built in sections and the parts were sent to Erie, Pa., where she was completed. Classified as a first class side-wheel steamer, barkentine rig, *Michigan* was launched at Erie in December 1843. She was transferred to the government in August 1844 and was commissioned in September 1844.

Michigan had a displacement of 685 tons; length of 163 feet, three inches; beam, 27 feet, one-and-one-half inches; tonnage 582; speed, eight-and-one-half knots. The iron-clad cost \$65,000.

She first saw service on the Great Lakes during the ice-free months. Then during the Civil War, she was used in recruiting and in protecting the lake borders from attempted raids and transportation of arms from Canada by Confederate agents. A large part of her duty was guarding John-



son's Island where many Confederate prisoners of war were held.

In June 1905 *Michigan* was renamed *USS Wolverine* and her original name was given to a battleship then being built. She was placed out of commission at Erie in May 1912 and was turned over to the Naval Militia of Pennsylvania.

On 12 Mar 1927 she was stricken from the U.S. Navy List by an Act of Congress and loaned to the city of Erie to be kept as a relic. As late as 1944 she was still on view but in too bad a condition to be visited. Her working parts were dismantled by local Naval Reservists for practice and in 1948 she was sold for scrap.

these corps, you should apply for the Medical Service Corps program. If you hold a rating of musician or photographer's mate you are not included in the path of advancement, although you may apply for any LDO classification for which you consider yourself best qualified.

The total number of active duty line LDOs is limited during any given year to 6.22 per cent of the total number of line officers holding permanent appointments, exclusive of those designated for engineering duty, aeronautical duty, aeronautical engineering duty and special duty. For the staff corps, the number of LDOs appointed in any one year may not exceed the following proportions of the authorized number of line LDOs in that year: Supply Corps, 12 per cent; Civil Engineer Corps, three per cent.

A grade limitation is also prescribed for line LDOs. In the Supply and Engineer Corps, the grade distribution will be that resulting from the operation of the running-mate system — LDOs in these corps will have LDOs of the line as running mates.

Line LDOs are eligible to succeed to command when fully qualified and specifically designated. Supply Corps and CEC LDOs will be eligible for succession to command when qualified and specifically designated, of those activities which are commanded by officers of their respective corps.

The procedure for selection, as described in the present instruction, differs considerably from that established for previous programs. It is emphasized that the limited duty officer program is a recurring one and the directive authorizing the program will remain effective until canceled or modified.

Nominations must be received by the Naval Examining Center and the Chief of Naval Personnel after 1 July and before 1 September of the year preceding the calendar year in which the appointment can first be made. If eligible, submit a request in writing to your commanding officer to be considered as a prospective applicant in a particular classification for appointment as an ensign designated for limited duty. As the request may in some cases be made about six months before the end of the 10th year



"I don't care if you are from Tennessee, you're still out of uniform!"

of service, you may assume that you will meet the minimum service eligibility requirements by the following January.

Your commanding officer will forward your application to the Bureau. At the end of a three-month observation period, he will also forward to the Chief of Naval Personnel a CPO and PO1 Evaluation Sheet (NavPers 1339-Rev.) with his endorsement. This is in addition to the Evaluation Sheet which customarily becomes a part of your service record. If your duty station changes during this time, each commanding officer will observe and prepare an evaluation sheet for the applicable period, and will forward his report to the next commanding officer.

At some time during the observation period, you will be given a personal interview by a local board of officers, who will assess your personal qualifications.

On or about 1 September and before 1 October, you will be physically examined by at least two medical officers and, if available, a dental officer, to determine your physical qualifications.

On 1 October, you must submit your formal application to your commanding officer.

On 10 October, a written examination will be given throughout the service to all LDO applicants, administered locally under the supervision of at least one officer. Examinations can be conducted on this day only, or if this date falls on a Saturday, Sunday or holiday, the examination will be given on the next succeeding workday.

The examination will be of the

objective type and will be composed of three parts: 1) general qualification test (OQT type); 2) military knowledge and naval administration (A-N type); and 3) technical examination based on broad technical requirements of limited-duty classification requested by the applicants. (This provision is held in abeyance until further notice.)

Permanent appointments in the grade of ensign for limited duty only will be issued to selected candidates after reporting for an indoctrination course at the Officer Candidate School, Newport, R. I. Temporary officers selected for appointment who are serving in a higher grade than ensign will not be temporarily reappointed to that higher grade.

Waivers of eligibility requirements will not be granted.

Requirements Outlined for Dental Technicians School

All Navymen in pay grades E-3 who are not graduates of a Class "A" School are eligible to make application to attend a Class "A" General Dental Technician School provided they meet the following minimum requirements:

- Two years' high school or equivalent.
- Recommendation by a dental officer.
- Twenty-four months' obligated service on date of entrance to the dental school.
- Combined GCT and ARI score of 100.
- Normal color perception.
- Volunteer for the course of instruction.

The course is titled *Dental Technician General (Basic)* and lasts for 16 weeks. The classes convene every four weeks at USNTC, San Diego, Calif.; USNTC, Great Lakes, Ill.; and USNTC Bainbridge, Md.

Individual applications should be submitted to the Chief of Naval Personnel, via the chain of command and the Bureau of Medicine and Surgery. Your application should state any experience you have had as a striker in a Naval dental department or related civilian experience. If you do not have the 24 months' obligated service when it is time for you to start classes you must agree to obligate for the necessary service.

Here's List of Schools Open to Officer and Enlisted Candidates

FOR QUICK REFERENCE, here's a list of the Navy's many schools and courses available to officers and enlisted personnel. The schools are under the management control of the Chief of Naval Personnel and are established in shore-based training facilities. Those which provide medical, dental and aviation training, and specialized courses conducted by the Fleet training commands, are not included.

The list on the following pages, based on the *Catalog of U.S. Naval Training Activities and Courses* (NavPers 91769-B) and subsequent changes, tells which schools or courses pertain to your rate and rating or designator, convening dates, length of courses, and location of each school. As changes are frequently made, this list should be considered as a guide only. If you're planning to go to one of the schools listed here, better take a look at the *Catalog*. In it, you'll find additional important data, such as a more detailed description of the courses, to whom and where you should report, more details concerning eligibility, scope of instruction and special information. Be sure the *Catalog* you consult is up to date, as changes are frequently made.

Enlisted schools and courses assist the forces afloat by giving instruction and training which, because of

the time allowed and facilities available, can more effectively be given ashore. Activities which provide such training are divided into four categories:

- **Class P schools** — Are designed to conduct training at a preparatory level and personnel are usually obtained directly from recruit training. The only Class P schools you'll find listed in the *Catalog* are for steward's apprentices, each of six weeks' duration, located at Bainbridge, Md., Great Lakes, Ill., and San Diego, Calif.

- **Class A schools** — In general, provide the basic technical knowledges and skills required to prepare personnel for the lower petty officer rates.

- **Class B schools** — Provide advanced technical knowledges and skills required to prepare personnel for the higher petty officer rates.

- **Class C schools** — Train enlisted personnel in a particular skill or technique which in general, is not peculiar to any one rating.

Functional schools are available for the training of enlisted personnel as well as officers. These schools provide training, often in a group or team situation, in the performance of specialized jobs which are not normal to rating training nor to professional training of officers.

These schools also provide training on weapons of new or advanced design which have not reached universal Fleet usage.

Fleet Schools ashore are assigned to the command of Fleet commanders and provide refresher and team training to Fleet personnel who normally are members of ships' companies.

Generally speaking, in order to qualify you must be a member of the Regular Navy (except in time of war or national emergency) with at least 24 months' obligated service from the date of entry into a class "A" school and 18 months for other schools. However, if the courses are exceptionally long, special service requirements are published. If you have less than the required obligated service but are otherwise qualified you must execute an agreement to extend your current enlistment. If you report to a school with an unusually long course, you should have had at least six months' sea duty within the last 12 months and preferably, a total of 18 months' sea duty.

It might be noted that successful completion of instruction at a school does not, in itself, assure advancement in rating. That depends to a large extent upon the practical application of the knowledge you have gained.

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
CLASS A SCHOOLS				
Boilerman	10 wks.	FN	Ev. 4 wks.	NTC, Great Lakes, Ill. NavScol, Rec. Sta., Philadelphia, Pa.
Builders	12 wks.	CN, CP, FN, and SN	Ev. 4 wks.	NavScol, Construction, Port Hueneme, Calif.
Commissarymen	15 wks.	SN	Ev. 5 wks.	NavScolCom, NavSta., Newport, R. I. SerScolCom, NTC, San Diego, Calif.
Communications Technicians	16-24 wks.	Recruit Graduates	Ev. 2 wks.	NTC, San Diego, Calif.
Construction Electrician's Mates	13 wks.	CN, CP, FN, and SN	Ev. 4 wks.	NavScol, Construction, Port Hueneme, Calif.
Disbursing Clerks	9 wks.	SN	Ev. 9 wks.	NavScol, NavSta., Newport, R. I. SerScol, NTC, San Diego, Calif.
Drivers	13 wks.	CN, CP, FN, and SN	Ev. 2 wks.	NavScol, Construction, Port Hueneme, Calif.
Electrician's Mates	14 wks.	FN	Every week	NTC, Great Lakes, Ill. NTC, San Diego, Calif.
Electronics Technicians				
ET (Radar)	26 wks.	} SN	Ev. 2 wks.	{ NTC, Great Lakes, Ill. NavScol, Treasure Island, San Francisco, Calif.
ET (Communications)	24 wks.			
ET (Sonar)	24 wks.			
Enginemmen	12 wks.	FN	Ev. 4 wks.	NTC, Great Lakes, Ill. NavSta, San Diego, Calif.

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Fire Control Technicians				
FT, Class A	44 wks.	SN	Ev. 2 wks.	{ NTC, Bainbridge, Md. NTC, San Diego, Calif.
GFCS Mark 37	20 wks.	SN	Ev. 8 wks.	
GFCS Mark 63	18 wks.	SN	Ev. 8 wks.	
Fire Control Technicians	44 wks.	SN	Ev. 2 wks.	NTC, Great Lakes, Ill.
Guided Misslemen	30 wks.	SN (Regular and Reserve) with three years voluntary obligated service		Naval Guided Missiles School Fleet Air Defense Training Center Dam Neck, Virginia Beach, Va.
Gunnery Mates	15 wks.	SN	Ev. 4 wks.	NTC, Bainbridge, Md.
I. C. Electricians	14 wks.	FN	Every week	{ NTC, Great Lakes, Ill. NTC, San Diego, Calif.
Opticalmen and Instrumentmen				
OM Class A	20 wks.	SN, FN	Ev. 10 wks.	{ NTC, Great Lakes, Ill.
Lead Computing Sights	20 wks.	OM2 and above	Ev. 12 wks.	
Range Finder Repair	20 wks.	OM2 and above	Ev. 12 wks.	
Submarine Periscope Repair	8 wks.	OM2 and above	Ev. 12 wks.	
IM Class A	16 wks.	SN, FN	Ev. 8 wks.	
Watch Repair	16 wks.	IM2 and above	Ev. 16 wks.	
Adding Machine Repair	12 wks.	IM2 and above	Ev. 12 wks.	
Calculator Repair	18 wks.	IM2 and above	Ev. 18 wks.	
Journalists	12 wks.	SN	Ev. 12 wks.	NTC, Great Lakes, Ill.
Machinery Repairmen	12 wks.	FN	Ev. 2 wks.	NTC, San Diego, Calif.
Machinists Mates	12 wks.	FN	Every week	NTC, Great Lakes, Ill.
Mechanics	13 wks.	CN, CP, FN, and SN	Ev. 4 wks.	NavScol, Construction, Port Hueneme, Calif.
Metalsmiths				
Class A course	12 wks.	FN	Ev. 4 wks.	{ NavScol, Norfolk, Va.
Special Welding course	2 wks.	FN	Ev. 2 wks.	
Metalsmiths	12 wks.	FN	Ev. 4 wks.	NTC, San Diego, Calif.
Minemen	12 wks.	SN	Ev. 2 wks.	NavScol, Mine Warfare Yorktown, Va.
Molders	16 wks.	FN	Ev. 8 wks.	NavSta, San Diego, Calif.
Music	Varies	SN	Monthly, on first Monday	NavRecSta, Washington, D.C.
Patternmakers	20 wks.	FN	Ev. 10 wks.	NavSta, San Diego, Calif.
Personnel Men	10 wks.	SN	Ev. 5 wks.	NTC, Bainbridge, Md.
Pipefitters	12 wks.	SN, FN	Ev. 2 wks.	{ NavScol, Norfolk, Va. NTC, San Diego, Calif.
Radarmen				
RD Class A	12 wks.	SN	Ev. 2 wks.	NavScol, NavSta, Norfolk, Va.
MK 25 Radar — Operational Maintenance	2 wks.	FT3 and above, or designated strikers.	Ev. 2 wks.	
MK 25 Radar — Technical Maintenance	6 wks.	FT2 and above; FT3 with 1 year in rate	Ev. 2 wks.	
Loran Operation	1 wk.	Rated QM or designated strikers	Ev. Monday except first Monday of month	
Loran Maintenance	1 wk.	Rated QM or designated strikers	First Monday of the month	
IFF Operation	1 wk.	RD3 and above, or designated strikers	Ev. 2 wks.	
Radarmen	12 wks.	SN	Ev. 4 wks.	{ NavScol, Treasure Island, San Francisco, Calif.
Radiomen	24 wks.	SN	Ev. 2 wks.	NTC, Bainbridge, Md.
Radiomen	16 wks.	SN	Ev. 2 wks.	{ NavScol, NavSta., Norfolk, Va. NTC, San Diego, Calif.
Sonarmen	24 wks.	SN	Weekly	Fleet Sonar School Key West, Fla.
Sonarmen	24 wks.	SN	Ev. 2 wks.	Fleet Sonar School Key West, Fla.
Steelworkers	12 wks.	CN, CP, FN, and SN	Ev. 4 wks.	{ NavScol, Construction, Port Hueneme, Calif.
Storekeepers	12 wks.	SN	Ev. 3 wks.	{ NavScol, NavSta., Newport, R. I. SerScol, NTC, San Diego, Calif.
Surveyors	12 wks.	CN, CP, SN, and FN	Ev. 12 wks.	{ NavScol, Construction, Port Hueneme, Calif.
Telemen	12 wks.	SN	Ev. 2 wks.	NTC, Bainbridge, Md.
Torpedomen's Mates	8 wks.	SN	Ev. 4 wks.	NavScol, NavSta., Newport, R. I.
Utilities Men	12 wks.	CP, CN, SN, and FN	Ev. 4 wks.	{ NavScol, Construction, Port Hueneme, Calif.

THE BULLETIN BOARD

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Yeomen Basic Accelerated	10 wks. 7 wks.	SN SN	Ev. 2 wks. Ev. 2 wks.	NTC, Bainbridge, Md. NTC, San Diego, Calif.
CLASS B SCHOOLS				
Boilermen Class B	15 wks.	BT3 and above. Two or more enlistments needed	Ev. 5 wks.	NavRecSta, Philadelphia, Pa.
Automatic Combustion Control Class C	5 wks.	BT3 and above	Ev. 5 wks.	NavRecSta, Philadelphia, Pa.
Operational Firemen	3 wks.	FA, FN	Ev. 3 wks.	NavRecSta, Philadelphia, Pa.
Refractory Repair	2 wks.	FA, FN, BT3, and BT2.	Ev. 2 wks.	NavRecSta, Philadelphia, Pa.
Builders	16 wks.	BU2 and above. BU3 who have served one year in rate in an operational billet. Two or more enlistments needed.	Twice a year	NavScol, Construction, Port Hueneme, Calif.
Commissarymen	15 wks.	CS2 and above. CS3 with one year's experience in rate in an operational billet. Two or more enlistments needed.	Ev. 5 wks.	NavScol, NavSta., Newport, R. I.
Construction Electrician's Mates	15 wks.	CE2 and above. CE3 with one year's experience in rate in an operational billet. Two or more enlistments needed.	Twice a year	NavScol, Construction, Port Hueneme, Calif.
Draftsmen	15 wks.	DM2 and above. DM3 with one year's experience in rate in an operational billet. Two or more enlistments needed.	Once a year	NavScol, Construction, Port Hueneme, Calif.
Drivers	14 wks.	CD2 and above. CD3 with one year's experience in rate in an operational billet. Two or more enlistments needed.	Twice a year	NavScol, Construction, Port Hueneme, Calif.
Electrician's Mates	22 wks.	EM2 and above. EM3 with one year's experience in rate in an operational billet. Two or more enlistments needed.	Ev. 2 wks.	NTC, Great Lakes, Ill.
Electronics Technicians	28 wks.	ET2 and above ET3 with one year's experience in rate in an operational billet. Two or more enlistments needed.	Ev. 8 wks.	NavScol, Treasure Island, San Francisco, Calif.
Fire Control Technicians FT Class B	44 wks.	FT2 and above or FT3 with one year's operational experience.	Ev. 4 wks.	
GFCS MK 56	14 wks.	FT2 and above	Ev. 14 wks.	{ NTC, Great Lakes, Ill. NTC, Bainbridge, Md. NTC, San Diego, Calif.
MK 1a Computer	6 wks.	Rated FT	Ev. 4 wks.	
UWFC 101	9 wks.	Rated FT	Varies	
UWFC 102	18 wks.	Rated FT	Ev. 9 wks.	
UWFC 104	8 wks.	Rated FT	Ev. 9 wks.	
UWFC 105	8 wks.	Rated FT	Ev. 9 wks.	
TDS MK5	3 wks.	Rated FT	Ev. 3 wks.	

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Gunner's Mates GM class B	20 wks.	GM2 and above. GM3 with one year's experience in rate in an operational billet. Two or more enlistments needed.	Ev. 2 wks.	NavRecSta, Washington, D.C.
3"50RFTM	4 wks.	Rated GM	Ev. 2 wks.	NavRecSta, Washington, D.C.
IC Electricians IC, Class B	42 wks.	IC2 and above and EM2 and above who are qualified in submarines. IC3 with one year's experience in rate in an operational billet. Two or more enlistments needed.	Ev. 8 wks.	NavRecSta, Washington, D.C.
Gyro Compasses, Class C	12 wks.	EM2/IC2 and above. IC3 with one year's experience in an operational billet.	Ev. 8 wks.	NavRecSta, Washington, D.C.
MK 23 Gyro Compasses, Class C	6 wks.	Same as above.	Ev. 6 wks.	NavRecSta, Washington, D.C.
MK 24 Gyro Compass, Class C	6 wks.	Same as above.	Ev. 6 wks.	NavRecSta, Washington, D.C.
Automatic Telephone Class C	7 wks.	IC3 and above. Candidates are limited to personnel serving on board ships having Ship's Service Telephone Systems (automatic).	Ev. 8 wks.	NavRecSta, Washington, D.C.
Motion Picture Projector Maintenance, Class C	2 wks.	IC3 and above or graduates of the ICA school.	Three classes Ev. 8 wks.	NavRecSta, Washington, D.C.
Automatic Plotting Equipment Class C	12 wks.	EM2 and above. IC2 and above and graduates of IC/B school.	Ev. 12 wks.	NavRecSta, Washington, D.C.
Special courses	(See note below)	Varies. (Requirements for other special gyro courses are basically the same as those shown above).	Varies	NavRecSta, Washington, D.C.
Mechanics	14 wks.	CM2 and above. CM3 with one year's experience in rate in an operational billet. Two or more enlistments needed.	Twice a year	NavScol, Construction, Port Hueneme, Calif.
Minemen	13 wks.	MN2 and above.	Monthly	NavScol, Mine Warfare Yorktown, Va.
Music	52 wks.	Musicians, first class, with 6 or more years' total Naval Service including 1 year sea duty as MU1 (See BuPers Inst. 1336.2)	Annually (First Monday in August)	NavRecSta, Washington, D.C.
Sonar Advanced	15 wks.	SO2 and above.	6th Monday each quarter	Fleet Sonar School Key West
Sonar Advanced	18 wks.	SO2 and above.	Quarterly	Fleet Sonar School San Diego, Calif.

THE BULLETIN BOARD

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Steelworkers	14 wks.	SW2 and above. SW3 with one year's experience in rate in an operational billet. Two or more enlistments needed.	Twice a year.	NavScol, Construction, Port Hueneme, Calif.
Utilities Men	13 wks.	UT2 and above. UT3 with one year's experience in rate in an operational billet. Two or more enlistments needed.	Twice a year.	NavScol, Construction, Port Hueneme, Calif.
Yeomen	14 wks.	YN2 and above. YN3 with one year's experience in rate. Two or more enlistments needed.	Ev. 4 wks.	NTC, Bainbridge, Md. NTC, San Diego, Calif.
CLASS C SCHOOLS				
Advanced Metalwork	10 wks.	FP2, ME2, ML2 and MR2 and above.	Ev. 10 wks.	NTC, San Diego, Calif.
Characteristics of Metal Testing Techniques and Effects of Heat				
Advanced Milling Machine Work	10 wks.	MR2 and above.	Ev. 10 wks.	NTC, San Diego, Calif.
Precision Grinding	10 wks.	MR2 and above.	Ev. 10 wks.	NTC, San Diego, Calif.
Type U Gishalt Balancing Machine	2 wks.	ME2 and above, MR3 with one year in rate.	Ev. 5 wks.	NTC, San Diego, Calif.
Air Conditioning and Refrigeration	8 wks.	EN3, MM3, and UT3 and above.	Ev. 2 wks.	{NavScol, NavBase, Norfolk, Va. NTC, San Diego, Calif.
Compressed Gases	18 wks.	UT3, BT3, MM3 and above.	Ev. 9 wks.	{Norfolk Naval Shipyard, Portsmouth, Va.
Cryptographers	12 wks.	TE3 and above.	Ev. 12 wks.	NavCamSta, San Diego, Calif.
Cryptographic Repair Basic	4 wks.	RM3, TE3, CT3 and above; upon approval of the type Commander, ET3 and EM3 and above.	Ev. 4 wks.	{NavBase, Brooklyn, N. Y. Mare Island Naval Shipyard, Vallejo, Calif.
Advanced	4 wks.	Must have completed basic course.	Ev. 4 wks.	
Electronics Technicians				
AEW	6 wks.	Rated ETs eligible for all courses except course 2. (Course 2 — RM3, RD3 and above.	Ev. 6 wks.	} NTC, Great Lakes, Ill.
ECM Operation	4 wks.		Ev. 8 wks.	
UHF	4 wks.		Ev. 4 wks.	
IFF Maint.	6 wks.		Ev. 6 wks.	
AN/UQS-TI Sonar	4 wks.		Ev. 4 wks.	
AN/SPS-8	4 wks.		Ev. 4 wks.	
Electronics Technicians				
AN/SPS-8	4 wks.	} Rated ETs	Ev. 6 wks.	} NavScol, Treasure Island, San Francisco, Calif.
AN/SPA-8	2 wks.		Ev. 6 wks.	
SS/SV	2 wks.		Ev. 4 wks.	
AN/SPS-5	1 wk.		Ev. 4 wks.	
IFF, Maint.	6 wks.		Ev. 7 wks.	
AN/URT-3	4 wks.	} Rated FTs	Ev. 4 wks.	
MARK 25 MOD 3	6 wks.		Ev. 6 wks.	
MK 34	2 wks.		Ev. 2 wks.	
MK 39	1 wk.		Ev. 4 wks.	
Enginemen				
Basic Enginemen	2 wks.	} EN3 and above	1 through 5, 8 and 9 — every 3 weeks. 6 and 7 — every 6 weeks.	NTC, Great Lakes, Ill.
GM 8-268A	3 wks.			
GM 16-278A	3 wks.			
GM 12-567A	3 wks.			
FM 38D8 1/8	3 wks.			
CB GSB-8	3 wks.			
ALCO 539	3 wks.			
Packard Diesel	3 wks.			
Baering Gas Turbine	3 wks.			

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Instructors Basic	4 wks.	Officers and Petty Officers ordered to duty in schools managed by the Chief of Naval Personnel who have not completed a course in instructor training.	Weekly	{NavScol., Norfolk, Va. NTC, San Diego, Calif.
NROTC	4 wks.	Enlisted Personnel ordered to instructor duty in NROTC schools.	Semi-annually	{NavScol., Norfolk, Va. NTC, San Diego, Calif.
Shipboard Training	2 wks.	Officers and Petty Officers of the forces afloat.	1st and 3rd Mondays of each month.	{NavScol., Norfolk, Va. NTC, San Diego, Calif.
Naval Reserve	2 wks.	Officers and Petty Officers of the U.S. Naval Reserve, who are not on active duty.	1st and 3rd Mondays of each month.	{NavScol., Norfolk, Va. NTC, San Diego, Calif.
Shipboard Officers	1 wk.	Officers of the forces afloat.	4th Monday of each month.	{NavScol., Norfolk, Va. NTC, San Diego, Calif.
Recognition Training	4 wks.	Officers and Petty Officers except Group VII, X, and XI ratings.	Ev. 4 wks.	{NavScol., Norfolk, Va. NTC, San Diego, Calif.
Instructors Basic	4 wks.	Officers and Petty Officers ordered to duty in schools managed by the Chief of Naval Personnel who have not completed a course in instructor training.	Weekly	NTC, Great Lakes, Ill.
U.S. Naval Reserve	2 wks.	Officers and Petty Officers of the U.S. Naval Reserve, not on active duty.	1st and 3rd Mondays of each month.	NTC, Great Lakes, Ill.
Mine Warfare				
Aviation Mines Assembly	4 wks.	Officers.	Varies	NavScol, Mine Warfare Yorktown, Va.
Ranging and Deperming	7 wks.	Officers and Electrician's Mates.		
Minesweeper Automatic Degaussing	5 wks.	Officers.		
Minesweeping BM	7 wks.	Officers.		
Minesweeping EM	10 wks.	Officers.		
Submarine Mines Assembly	6 wks.	Officers.		
Submarine Automatic Degaussing	4 wks.	Officers.		
Motion Picture Operators				
16 MM Sound Motion Picture Projection System	2 wks.	Selected personnel of all ratings.	Weekly	NavScol, NavSta, Norfolk, Va.
35 MM Sound Motion Picture Projection System	2 wks.	Same as above.	Ev. 2 wks.	NavScol, NavSta, Norfolk, Va.
16 MM Sound Motion Picture Projection System	2 wks.	Selected personnel of all ratings.	Ev. 2 wks.	NTC, San Diego, Calif.
35 MM Sound Motion Picture Projection System	2 wks.	Same as above.	Ev. 2 wks.	NTC, San Diego, Calif.
Motion Picture Projection Maintenance	2 wks.	IC3 and above or graduates of the IC school; EM2 and above.	Ev. 2 wks.	NTC, San Diego, Calif.

THE BULLETIN BOARD

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Music				
Refresher	12-24 wks.	Rated musicians with four or more years' naval service.	Quarterly	NavRecSta, Washington, D. C.
Buglers	12 wks.	SA, SN, identified QM strikers, QM3 with experience in playing brass wind instruments.	Monthly	NavRecSta, Washington, D. C.
Persannel Men				
General	6 wks.	Chief and first class petty officers.	Ev. 7 wks.	NTC, San Diego, Calif.
Clerical	3 wks.	PNC, PN1, YNC, YN1	Ev. 7 wks.	NTC, Bainbridge, Md.
Disbursing	3 wks.	DKC, DK1, SKC, SK1	Ev. 7 wks.	Same as above.
Classification and Interviewing	8 wks.	PNC, PN1, PN2	Ev. 8 wks.	NTC, San Diego, Calif.
REGULUS Electronics	24 wks.	All enlisted petty officers of GS, FT and ET ratings on active duty with two years' voluntary obligated service.		Naval Guided Missiles School, Fleet Air Defense Training Center, Dam Neck, Virginia Beach, Va.
REGULUS Ordnance and Propulsion	12 wks.	All enlisted petty officers of GM, TM (SS), AD and EN (SS) on active duty with 18 months' voluntary obligated service.		Same as above.
Ships Servicemen (Navy Exchange Management)	6 wks.	SH1 and above.	Ev. 8 wks.	NavRecSta, NavBase, Brooklyn, N. Y.
Teletype Maintenance	20 wks	CT3, RM3, TE3, and above.	Ev. 4 wks.	NavScol, NavSta, Norfolk, Va.
Torpedoman's Mates				
Electricity, Electronics, Central Circuits	14 wks.	Rated TMs	Ev. 8 wks.	NavScol, NavSta., Newport, R. I.
Surface Weapons	4 wks.	Rated TMs who have successfully completed course No. 1 or equivalent.	Ev. 8 wks.	Same as above.
Air Weapons	4 wks.	Same as above.	Ev. 8 wks.	Same as above.
Submarine Weapons	8 wks.	Same as above.	Ev. 8 wks.	Same as above.
Steam Torpedoes	8 wks.	TM2 and above.	Ev. 8 wks.	Same as above.
Tarpedaes Mk 16, Mods 6 and 7	4 wks.	Rated TM.	Ev. 4 wks.	Same as above.
Depth Charges	4 wks.	Rated TM.	As required	Same as above.
Terrier Electronics	6 wks.	Petty officers of GS and ET ratings on active duty with two years' voluntary obligated service.		Naval Guided Missiles School, Pomona, Calif.
Teletype Maintenance	20 wks.	CT3, RM3, TE3, and above.	Ev. 4 wks.	NTC, San Diego, Calif.
Welding				
Elementary	12 wks.	FP3, ME3 and above.	Ev. 6 wks.	NavSta, San Diego, Calif.
Advanced	6 wks.	Graduates of course No. 1.	Ev. 6 wks.	Same as above.
Underwater Cutting and Welding	6 wks	Candidates, graduates of course No. 1, who must be qualified Divers Second Class when they report on board at school.	Ev. 6 wks.	Same as above.

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Dial Central Office Maintenance	18 wks.	Be a graduate of the U.S. Naval School, Construction Electrician's Mates, U.S. Naval Schools, Construction, Port Hueneme, Calif., or be a CE2 or above.	Ev. 4 wks.	Naval Ammunition Depot, Earle, N. J.

OFFICER TRAINING ACTIVITIES

Advanced Command and Staff Schools and Courses

Naval War College	See below	Officers	Resident Courses convene annually in August.	Naval War College, Newport, R. I.
(Flag Officers' Refresher Course, Varies in length; Advanced Study in Strategy and Sea Power, 2-3 yrs.; Course in Naval Warfare, 1-2 yrs.; Command and Staff Course, 10 mos.; Senior Reserve Officers' Course, 2 wks.; Reserve Officers' Course in Combat Staff Techniques and Operational Planning, 2 wks.)				
Armed Forces Staff College Course	5 mos.	Officers — 10 to 16 yrs. of commissioned service.	Feb. and Aug.	Armed Forces Staff College Naval Base, Norfolk, Va.
Industrial College of the Armed Forces	10 mos.	Officers — 15 to 24 yrs. of commissioned service.	Annual — Aug.	Industrial College of the Armed Forces, Fort McNair, Washington, D. C.
National War College	10 mos.	Officers — 15 to 24 yrs. of commissioned service.	Annual — Aug.	National War College Fort McNair, Washington, D. C.
Army War College	40 wks.	Officers — 13 to 21 yrs. of commissioned service. Completed the Command and General Staff Course of the General Staff Officer Course. Under 46 yrs. of age.	Annual — Aug.	Army War College, Carlisle Barracks, Pa.
Air University				
Air War College Course	10 mos.	Officers — Colonels (perm. Majors) with less than 18 yrs. promotion list service; under 45 years of age.	Annual — Aug.	Air University, Maxwell Air Force Base, Montgomery, Ala.
Air Command and Staff School, Field Officer course	9 mos.	Officers — 7 to 13 yrs. promotion list service. Lt. Colonels and Majors under 38 years of age.	Annual — Sept.	Air University, Maxwell Air Force Base, Montgomery, Ala.
Command and General Staff College	41 wks.	Officers — 8 to 15 yrs. of commissioned service. Under 41 yrs. of age.	Annual — Sept.	Command and General Staff College, Ft. Leavenworth, Kansas

OFFICER TRAINING ACTIVITIES

Postgraduate School	See below	Officers	Annual — Aug. Annual — June-September selected civilian institutions	Naval Postgraduate School Monterey, Calif.
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(Advanced Management, 8-13 wks.; Advanced Mathematics, 2-3 yrs.; Advanced Science, 3 yrs.; Aerology, 12-18 mos.; Aeronautical Eng., 2-3 yrs.; Business Admin., 2 yrs.; Cinematography, 12 mos.; Civil Eng., 12-17 mos.; Command Communications, 2 yrs.; Comptrol-ler-ship, 10½ mos.; Electrical Eng., 2-3 yrs.; Eng. Electronics, 2-3 yrs.; Mech. Eng. (Gas Turbines), 3 yrs.; Hydrographic Eng., 12 mos.; Managem't & Ind. Eng., 11 mos.; Mechanical Eng., 2-3 yrs.; Mech. Eng. (Nuc. Power), 3 yrs.; Metallurgy (Special), 9 mos.; Mine Warfare, 2½ yrs.; Nav. Constr. & Eng., 3 yrs.; Nuc. Eng. (Advanced), 15 mos.; Nuc. Eng. (effects), 2 yrs.; Oceanography, 12 mos.; Operations Analysis, 2 yrs.; Ordnance Eng., 2-3 yrs.; Personnel Admin. & Trg., 12 mos.; Petroleum Eng., 3 yrs.; Petroleum Logistics 2 yrs.; Public Information, 12 mos.; Religion, 9 mos.; Textile Eng., 2 yrs.; Rhodes Scholarships, 2-3 yrs.) See BuPers Instruction 1520. 15B of 16 May 1955.

THE BULLETIN BOARD

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Marine Corps School Senior Course	9 mos.	Officers — Cols. and Lt. Cols. Naval officers of equivalent rank.	Annual — Sept.	Marine Corps School, Quantico, Va.
Junior Course	9 mos.	Officers — Majors and Captains. Naval officers of equivalent rank.	Annual — Sept.	Marine Corps School, Quantico, Va.
General Line Course	9½ mos.	Officers	September	Naval Postgraduate School Monterey, Calif.
Intelligence School Naval Intelligence Course (Followed by foreign language training for Postgraduate students)	9½ mos.	Officers — See BuPers Inst. 1520.32 in regard to postgraduate courses	September	NavScol, Naval Intelligence, U.S. NavRecSta., Washington, D.C.
Air Photo Intelligence Course	18 wks.	Officers — Aviation or legal background.	Ev. 20 wks.	NavScol, Naval Intelligence, U.S. NavRecSta., Washington, D.C.
Foreign Language Course	4½-15 mas.	Officers — See BuPers Inst. 1520.27	Quarterly and Semi-annually	NavScol, Naval Intelligence, U.S. NavRecSta., Washington, D.C.
OFFICER TRAINING ACTIVITIES				
Oil Burning Course	3 wks.	Officers — Line officers whose duties require a knowledge of this course.	Approximately once each month.	NavScol, Bailermen, NavBase Philadelphia, Pa.
Civil Engineer Corps Basic	8 wks.	Officers — Newly commissioned officers in the CEC. LDO (5700), and WO under CEC detail control.	Usually 4 classes a year.	NavScol, Civil Engineer Officers, Naval Construction Battalion Center, Port Hueneme, Calif.
Selected CEC Courses	2 wks.	Officers — Active and inactive duty CEC. LDO (5700), and WO under CEC detail control.	Three series of four 2 week CEC officer courses are conducted annually.	NavScol, Civil Engineer Officers, Naval Construction Battalion Center, Port Hueneme, Calif.
a Public Works	2 wks.	Officers — Active and inactive duty CEC officers (Reg. & Res.) LDO (5700), and WO under CEC detail control.	This series of 4 courses is conducted 3 times a year.	NavScol, Civil Engineer Officers, Naval Construction Battalion Center, Port Hueneme, Calif.
b Contract Administration & Labor Relations	2 wks.	Officers — Active and inactive duty CEC officers (Reg. & Res.) LDO (5700), and WO under CEC detail control.		NavScol, Civil Engineer Officers, Naval Construction Battalion Center, Port Hueneme, Calif.
c Civilian Personnel Administration & Financial Management	2 wks.	Officers — Active and inactive duty CEC officers (Reg. & Res.) LDO (5700), and WO under CEC detail control.		NavScol, Civil Engineer Officers, Naval Construction Battalion Center, Port Hueneme, Calif.
d Naval Construction Forces and Advanced Base Construction	2 wks.	Officers — Active and inactive duty CEC officers (Reg. & Res.) LDO (5700), and WO under CEC detail control.		NavScol, Civil Engineer Officers, Naval Construction Battalion Center, Port Hueneme, Calif.
Disaster Relief Course	2 wks.	Officers — See BuPers Inst. 1500.21 of 4 Sept. S3	8 classes are convened annually	NavScol, Civil Engineer Officers, Naval Construction Battalion Center, Port Hueneme, Calif.
CIC Officer Course	15 wks.	Officers — Line	Once each month	Naval CIC Officer School Naval Air Station Glenview, Ill.

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Damage Control School				
Basic — 4 wks. on damage control; 1 wk. on fire-fighting; 5 wks. ABCD instruction.	10 wks.	Officers — whose duties require a knowledge of this course	3 Mondays out of every 4	Naval Damage Control Training Center, NavBase, Philadelphia, Pa.; Damage Control Class A School, report to, NavRecSta., Philadelphia, Pa.
Basic — 4 wks. on damage control; 1 wk. on fire-fighting.	5 wks.		Ev. Monday	Naval Damage Control Training Center, NavBase, Philadelphia, Pa.; Damage Control Class A School, report to, NavRecSta., Philadelphia, Pa.
PCO-PXO	1 wk.		Approximately Ev. Second Monday	Naval Damage Control Training Center, NavBase, Philadelphia, Pa.; Damage Control Class A School, report to, NavRecSta., Philadelphia, Pa.
ABCD Course	5 wks.		Intervals at four weeks	Naval Damage Control Training Center, NavBase, Philadelphia, Pa.; Damage Control Class A School, report to, NavRecSta., Philadelphia, Pa.
Firefighting School				
Five Day Course		Off. and Enl.	Ev. Monday	Naval Damage Control Training Center, NavBase, Philadelphia, Pa.; Damage Control Class A School, report to, NavRecSta., Philadelphia, Pa.
Two Day Course		Off. and Enl.	Ev. Monday and Wednesday	Naval Damage Control Training Center, NavBase, Philadelphia, Pa.; Damage Control Class A School, report to, NavRecSta., Philadelphia, Pa.
FF Instructor Course	6 wks.	Off. and Enl. (PO2 and above.) whose duties require a knowledge of this course.		Naval Damage Control Training Center, NavBase, Philadelphia, Pa.; Damage Control Class A School, report to, NavRecSta., Philadelphia, Pa.
Damage Controlmen, Class A	12 wks.	FA, FN, SA, SN	Ev. 4 wks.	Naval Damage Control Training Center, NavBase, Philadelphia, Pa.; Damage Control Class A School, report to, NavRecSta., Philadelphia, Pa.
Electronics Officers (Maintenance) Course	1 yr.	Officers — USN temporary	Quarterly	NS, Electronics Officers, SerScol, NTC, Great Lakes, Ill.
Electronics Officers (Administrative) Course	16 wks.	Officers, LT and below	Ev. 8 wks.	NS, Electronics Officers, SerScol, NTC, Great Lakes, Ill.
Freight Transportation & Traffic Management	9 mos.	Officers — LTJG thru Cdr. (Supply Corps)	Annual — Oct.	NavScol, Freight Transportation Naval Supply Center, Oakland, Calif.
Introduction to Traffic & Terminal Management	4 wks.	Officers — LTJG thru Cdr. (Supply Corps)	Jan., Mar., May, Sep., and Oct., of each year.	NavScol, Freight Transportation Naval Supply Center, Oakland, Calif.
Shiplading & Stowage	2 wks.	Officers — Supervisory responsibilities	First Monday of each month.	NavScol, Freight Transportation Naval Supply Center, Oakland, Calif.
Basic Cargo Handling	1 wk.	Enl. personnel except for CPO	Ev. Monday	NavScol, Freight Transportation Naval Supply Center, Oakland, Calif.
Gunnery Officers Ordnance School				
Anti-Aircraft Installations	16 wks.	Officers — Line	Ev. Monday	Gunnery Officers Ordnance School, NavRecSta, Washington, D.C.
Major caliber Installation	16 wks.	Officers — Line	Ev. Monday	Gunnery Officers Ordnance School, NavRecSta, Washington, D.C.
Components of Anti-Aircraft and Major Caliber Courses	1-24 wks.	Officers — Line	Ev. Monday	Gunnery Officers Ordnance School, NavRecSta, Washington, D.C.
Information Officers Course	5 wks.	Officers — LTJG thru LCDR	Ev. 6 wks.	NS, Journalists, SerScol, NTC, Great Lakes, Ill.
Tactical Photographic Interpretation	12 wks.	Officers — Ens. thru Cdr.	Irregular Intervals	Photographic Interpretation Center NavRecSta, Washington, D.C.
Strategic Photographic Interpretation	10 wks.	Off. and Enl. — who have completed Tactical Photographic Interpretation Course.	Irregular Intervals	Photographic Interpretation Center NavRecSta, Washington, D.C.
Metrical Photographic Interpretation	12 wks.	Off. and Enl. — who have completed Tactical Photographic Interpretation Course.	Irregular Intervals	Photographic Interpretation Center NavRecSta, Washington, D.C.

THE BULLETIN BOARD

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Radar Target Intelligence	11 wks.	Off. and Enl. — who have completed Tactical Photographic Interpretation Course.	Irregular Intervals	Photographic Interpretation Center NavRecSta, Washington, D.C.
Naval Justice Course	7 wks.	Officers and Enl.	First Monday of Jan., Mar., May, Jul., Sep., and Nov.	NavScol, Naval Justice, NavBase Newport, R. I.
Stenomask Course	2 wks.	Enl.	Upon completion of Naval Justice Course. Six separate classes are convened annually.	NavScol, Naval Justice, NavBase Newport, R. I.
Indoctrination	9 wks.	Officers — Chaplains	Five Classes annually.	NavScol Command, Newport, R. I.
Communication (Officer Short Course)	8 wks.	Officers — Recent OCS graduates and Junior Officers	Ev. 9 wks.	NavScol Command, Newport, R. I.
Officer Torpedo Course	3 wks.	Officers — Line whose duties require this course.	Once each month.	NavScol Command, Newport, R. I.
Damage Control Schools				
Basic Damage Control including 5 wks. ABCD	10 wks.	Officers — Whose duties require this course	Bi-weekly	NavScol Command, Treasure Island San Francisco, Calif.
Damage Control	5 wks.	Officers — Whose duties require this course	Bi-weekly	NavScol Command, Treasure Island San Francisco, Calif.
PCO-PXO Damage Control	1 wk.	Officers — Whose duties require this course	Ev. Monday	NavScol Command, Treasure Island San Francisco, Calif.
ABCD	5 wks.	Officers — Whose duties require this course	Bi-weekly	NavScol Command, Treasure Island San Francisco, Calif.
Radiac Instrument Maintenance	4 wks.	Off. and Enl. — knowledge of electronics, physics, engineering.	Ev. five wks.	NavScol Command, Treasure Island San Francisco, Calif.
Emergency Plastic Pipe Repair	2 days	Off. and Enl. — Repair parties.	Ev. Monday	NavScol Command, Treasure Island San Francisco, Calif.
Damage Control Aspects of Special Weapons Handling	2 days	FA, FN, SA, SN, DC3	Ev. Thursday	NavScol Command, Treasure Island San Francisco, Calif.
Damage Controlmen, Class A	12 wks.	FA, FN, SA, SN, DC3	Ev. 4 wks.	NavScol Command, Treasure Island San Francisco, Calif.
Firefighting School				
Five Day Course		Off. and Enl.	Ev. Monday	NavScol Command, Treasure Island San Francisco, Calif.
Two Day Course			Ev. Monday and Wednesday	NavScol Command, Treasure Island San Francisco, Calif.
FF Instructors Course	6 wks.	Off. and Enl. (PO2 and above) whose duties require a knowledge of this course.		NavScol Command, Treasure Island San Francisco, Calif.
Supply Corps				
Basic Qualification Course	26 wks.	Supply Corps Officers	As Authorized by BuSandA.	Navy Supply Corps School Athens, Ga.
MDAP	6 wks.		As Authorized by BuPers.	
Chemical Corps School				
Naval Atomic Biological and Chemical Warfare Defense Course	5 wks.	Officers whose duties require a knowledge of this course.	Once each month.	Navy Unit, Chemical Corps School Fort McClellan, Ala.
Psychological Warfare (No. 33-0-1)	8 wks.	Officers — LTJG thru CDR.	Scheduled by Army	Psychological Warfare Center Fort Bragg, N. C.
Quartermaster Subsistence School				
Subsistence Technology	23 wks.	Officers — As determined by BuSandA.	Annual — Jan., and Jul.	Quartermaster Subsistence School 1819 W. Pershing Road, Chicago, Ill.

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
FUNCTIONAL TRAINING ACTIVITIES				
Advanced Undersea Weapons School			18 July; 15 Aug; 12 Sept; 10 Oct; 7 Nov.	Naval Advanced Undersea Weapons School, Naval Base, Key West, Fla.
Aviation Weapons A-3	20 wks.	Off. and Enl. whose duties require a knowledge of this course. TMs, 3rd Class, and above.		Naval Advanced Undersea Weapons School, Naval Base, Key West, Fla.
Mark 90 Mod O, AB-1	8 wks.	Off. and Enl. Officers 1100 and/or 1300. AT, ET2, TM2 and above.		Naval Advanced Undersea Weapons School, Naval Base, Key West, Fla.
Torpedo Test Instrument Repairman, TTIR, Section I	4 wks.	AUW grads TM3 and above.		Naval Advanced Undersea Weapons School, Naval Base, Key West, Fla.
Torpedo Test Instrument Repairman, TTIR, Section II	4 wks.	AUW grads TM3 and above.		Naval Advanced Undersea Weapons School, Naval Base, Key West, Fla.
Torpedo Test Instrument Repairman, TTIR, Section III	4 wks.	AUW grads TM3 and above.		Naval Advanced Undersea Weapons School, Naval Base, Key West, Fla.
Torpedo Test Instrument Repairman, TTIR, Section IV	4 wks.	AUW grads TM3 and above.		Naval Advanced Undersea Weapons School, Naval Base, Key West, Fla.
Deep Sea Divers				
Diving Officers	26 wks.	Officers, Line. No prior diving training necessary.	5 July; 6 Sept.	NavScol, Deep Sea Divers, Naval Gun Factory, Washington 25, D. C.
Diving Officers	21 wks.	Officers, Line. Qualify as Salvage Officer or Diver, Second Class is a prerequisite.	1 Aug; 3 Oct.	NavScol, Deep Sea Divers, Naval Gun Factory, Washington 25, D. C.
Diving Officers	10 wks.	Officers, Line. No prior training.	1 Aug; 3 Oct; 5 Dec.	NavScol, Deep Sea Divers, Naval Gun Factory, Washington 25, D. C.
Medical Officers	10 wks.	Officers, Medical. No prior training.	3 Oct.	NavScol, Deep Sea Divers, Naval Gun Factory, Washington 25, D. C.
Medical Deep Sea Diving Technician	27 wks.	Enlisted. HM2 and above. No prior diving training required.	1 Aug; 3 Oct; 5 Dec.	NavScol, Deep Sea Divers, Naval Gun Factory, Washington 25, D. C.
Divers, First Class	21 wks.	Enlisted. BM3, DC3, EN3, FP3, GM3, ME3, MM3, MN3, TM3, EM3 and above. Qualify as Salvage Diver or Diver, Second Class is a prerequisite.	1 Aug; 3 Oct; 5 Dec.	NavScol, Deep Sea Divers, Naval Gun Factory, Washington 25, D. C.
Divers, First Class Refresher	10 wks. or less	Enlisted. Former Master Divers or Divers, First Class whose designators have lapsed continuously for more than one year.	5 July; 5 Sept; 7 Nov.	NavScol, Deep Sea Divers, Naval Gun Factory, Washington 25, D. C.
Divers, First Class Requalification	2 wks. or less	Enlisted. Former Master Divers or Divers, First Class whose designators have lapsed continuously for less than one year.	Ev. Monday	NavScol, Deep Sea Divers, Naval Gun Factory, Washington 25, D. C.
Helium Oxygen Refresher	2 wks.	Off. and Enl. Diving Officers, Diving Medical Officers, Master Divers, Divers, First Class, and Medical Deep Sea Diving Technicians.	1 Aug; 26 Sept; 28 Nov.	NavScol, Deep Sea Divers, Naval Gun Factory, Washington 25, D. C.

THE BULLETIN BOARD

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Explosive Ordnance Disposal Basic Explosive Ordnance Disposal	23 wks.	Off. and Enl. For non-grads of NavScol, Underwater Swimmers, enrollment in that school is a prerequisite. Officers under 40; enlisted under 31.	25 July; 22 Aug; 19 Sept; 17 Oct; 14 Nov.	Naval Powder Factory, Indian Head, Md.
UDT/Explosive Ordnance Disposal	12 wks.	Off. and Enl. Qualified divers, second class.	5 July; 3 Oct.	
Land Ordnance Disposal	12 wks.	Off. and Enl. Available for Army, Air Force and Marine Corps.	5, 18 July; 1, 15, 29 Aug; 12, 26 Sept; 10, 24 Oct; 7, 21 Nov.	
Special Weapons Disposal	4 wks.	Off. and Enl. Must have completed one of the above courses with a grade of 85 per cent or higher.	5, 18 July; 1, 15, 29 Aug; 12, 26 Sept; 10, 24 Oct; 7, 21 Nov.	
Explosive Ordnance Disposal Refresher	6 wks.	Off. and Enl. Graduates of basic EOD course or UDT/EOD course.	25 July; 22 Aug; 19 Sept; 17 Oct; 14 Nov.	
Land Ordnance Disposal Refresher	3 wks.	Off. and Enl. Graduates of Land Ordnance course.	18 July; 15 Aug; 12 Sept; 10 Oct; 7 Nov; 5 Dec.	
Special Weapons Disposal Refresher	2 wks.	Off. and Enl. Graduates of Special Weapons Disposal course.	11, 25 July; 8, 22 Aug; 5, 19 Sept; 3, 17, 31 Oct; 14, 28 Nov.	
Fire Fighters Fire Fighting	2 days	Off. and Enl. requiring this tng.	Ev. Monday, Friday.	NavScol, NavSta, Treasure Island, San Francisco, Calif.
Fire Fighting	5 days	Off. and Enl. requiring this tng.	Ev. Monday	NavScol, NavSta, Treasure Island, San Francisco, Calif.
Fire Fighting Instructors	6 wks.	Officers and PO2s and above.	11 July; 1, 22 Aug; 12 Sept; 3, 24 Oct.	NavScol, NavSta, Treasure Island, San Francisco, Calif.
Fire Fighting	2 days	Off. and Enl. requiring this training.	Ev. Monday, Friday.	Damage Control Training Center, Philadelphia, Pa.
Fire Fighting	5 days	Off. and Enl. requiring this tng.	Ev. Monday.	Damage Control Training Center, Philadelphia, Pa.
Fire Fighting Instructors	6 wks.	Officers and PO2s and above.	1 Aug; 12 Sept; 24 Oct.	Damage Control Training Center, Philadelphia, Pa.
Aircraft Carrier Fire Fighting	5 days	Personnel assigned to aircraft carriers.	11 July; 8 Aug; 6 Sept; 3, 31 Oct; 28 Nov.	Damage Control Training Center, Philadelphia, Pa.
Guided Missiles School Guided Missiles Indoctrination	2 wks.	Officers. Scheduled for assignment to administrative, planning or control billets concerned with surface-launched guided missiles.	18 July; 26 Sept.	Guided Missiles School, Fleet Air Defense Training Center, Dam Neck, Virginia Beach, Va.
SSM Officers	12 wks.	All Officers, LCDR and below, having 1100, 1710, 1750 and 1300 designators.	18 July.	Guided Missiles School, Fleet Air Defense Training Center, Dam Neck, Virginia Beach, Va.
Guided Missiles School Guided Missiles Indoctrination	2 wks.	Officers scheduled for assignment to administrative, planning or control billets concerned with surface-launched guided missiles.	18 July; 10 Oct.	Guided Missiles School, Pomona, Calif.

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
SAM Officers	12 wks.	Officers, LCDR and below, having 1100, 1710, 1750 and 7660 designators.	26 Sept.	Guided Missiles School, Pomona, Calif.
Harbor Defense Harbor Defense Installation and Maintenance	12 wks.	Line Officers with minimum of one year sea duty.	1 Aug.	NavScol, Harbor Defense, Treasure Island, San Francisco, Calif.
Harbor Defense Operations	6 wks.	Line Officers with minimum of one year sea duty.	7 Nov.	NavScol, Harbor Defense, Treasure Island, San Francisco, Calif.
Harbor Defense Overview	2 wks.	Line Officers with minimum of one year sea duty.	1 Aug; 7 Nov.	NavScol, Harbor Defense, Treasure Island, San Francisco, Calif.
Harbor Defense Electrician's Mates	10 wks.	EM3/IC3 and above, and identified EM/IC strikers who are graduates of applicable Class A school.	19 Sept.	NavScol, Harbor Defense, Treasure Island, San Francisco, Calif.
Harbor Defense Sonarmen	8 wks.	SO3 and above, and identified strikers.	1 Aug; 17 Oct.	NavScol, Harbor Defense, Treasure Island, San Francisco, Calif.
Harbor Defense Boatswain's Mates	7 wks.	BM2 and above.	31 Oct.	NavScol, Harbor Defense, Treasure Island, San Francisco, Calif.
Mine Warfare Aviation Mine Warfare Familiarization	3 wks.	LTJGs and above.	15 Aug; 14 Nov.	NavScol, Mine Warfare, Yorktown, Va.
Aviation Mines Maintenance	9 wks.	Officers whose duties require a technical knowledge of aviation mines.	15 Aug; 10 Oct.	NavScol, Mine Warfare, Yorktown, Va.
Submarine Mine Warfare Familiarization	1½ wks.	Submarine Officers.	25 July	NavScol, Mine Warfare, Yorktown, Va.
Introduction to Mine Warfare	1 wk.	CDR and above.	24 Oct; 28 Nov.	NavScol, Mine Warfare, Yorktown, Va.
Surface Mine Warfare Familiarization	3 wks.	Officers whose duties require familiarization in mine warfare.	8 Aug; 19 Sept; 31 Oct.	NavScol, Mine Warfare, Yorktown, Va.
Prospective Engineer Officer	5 wks.	Officers assigned or ordered to duty as engineer officers of minesweeping vessels.	18 July; 26 Sept.	NavScol, Mine Warfare, Yorktown, Va.
Mine Warfare Staff Officers	20 wks.	Officers with previous mine warfare experience being assigned as mine warfare staff officers.	19 Sept.	NavScol, Mine Warfare, Yorktown, Va.
Mines Maintenance	13 wks.	Officers whose duties require a technical knowledge of mines.	12 Sept.	NavScol, Mine Warfare, Yorktown, Va.
Minesweeping Officers	8 wks.	Officers whose duties require a working knowledge of mine countermeasures.	1 Aug; 12 Sept; 17 Oct.	NavScol, Mine Warfare, Yorktown, Va.
Introduction to current Theories of Offensive Mine Planning	4 wks.	Officers with previous mine warfare experience whose duties require a knowledge of mine warfare planning.	6 Sept.	NavScol, Mine Warfare, Yorktown, Va.

THE BULLETIN BOARD

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Mines Assembly Refresher	3 wks.	Officers and enlisted personnel who are qualified mine firing mechanism technicians.	1 Aug; 7 Nov.	NavScol, Mine Warfare, Yorktown, Va.
Net				
Net	6 wks.	General Line officers.	1 Aug; 10 Oct.	NavScol, Net, Tiburon, Calif.
Net	9 wks.	BM3 and above.	1 Aug; 10 Oct.	NavScol, Net, Tiburon, Calif.
Net Refresher	2 wks.	Above categories.	1 Aug; 10 Oct.	NavScol, Net, Tiburon, Calif.
Salvage				
Salvage Officers	14 wks.	Line officers. No prior diving training required.	26 Sept.	NavScol, Salvage Bayonne, N. J.
Salvage Officers	10 wks.	Line officers. Earlier qualification as diver, second class required.	18 July; 24 Oct.	NavScol, Salvage Bayonne, N. J.
Salvage Officers	5 wks.	Prospective COs of ships whose mission includes salvage; and EDC officers. No earlier diving training required.	5 July; 10 Oct.	NavScol, Salvage Bayonne, N. J.
Salvage Divers	15 wks.	BM3, DC3, EN3, FP3, GM3, ME3, MM3, MN3, TM3, EM3, HM3, and above; and identified strikers.	11 July; 12 Sept; 7 Nov.	NavScol, Salvage Bayonne, N. J.
Salvage Divers	10 wks.	BM3, DC3, EN3, FP3, GM3, ME3, MM3, MN3, TM3, EM3, HM3, and above; and identified strikers.	15 Aug; 17 Oct.	NavScol, Salvage Bayonne, N. J.
Salvage Divers Refresher	5 wks.	Former salvage divers whose designators have lapsed continuously for more than one year.	15 Aug; 24 Oct.	NavScol, Salvage Bayonne, N. J.
Salvage Divers Requalification	1 wk.	Former salvage divers whose designators have lapsed continuously for less than one year.	Ev. Monday.	NavScol, Salvage Bayonne, N. J.
Divers, Second Class	6 wks.	Line officers and BM3, DC3, EN3, FP3, GM3, ME3, MM3, MN3, TM3, EM3, HM3, and above; and identified strikers.	11 July; 12 Sept; 7 Nov.	NavScol, Salvage Bayonne, N. J.
Divers, Second Class Refresher	2 wks.	Former divers, second class, whose designators have lapsed continuously for more than one year.	8 Aug; 10 Oct; 5 Dec.	NavScol, Salvage Bayonne, N. J.
Divers, Second Class Requalification	1 wk.	Former divers, second class, whose designators have lapsed continuously for less than one year.	Ev. Monday.	NavScol, Salvage Bayonne, N. J.

(NOTE: All personnel, except those entering the Salvage Officers course (5 weeks) must: 1.) Be volunteers; 2.) meet the physiological standards prescribed by BuMed Manual; 3.) comply with BuPers Inst. 1500.15 "Selection of candidates for diving instruction," in addition to eligibility requirements listed above.)

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 31 — Announced the convening of a selection board to recommend warrant officers for promotion.

No. 32 — Announced the convening of a selection board to recommend line officers on active duty for temporary promotion to the grade of rear admiral.

No. 33 — Announced establishment of new postal service to be known as certified mail.

No. 34 — States that reduction of frequency of permanent change of station is necessary and outlines steps to be taken to achieve this end.

No. 35 — Describes civil defense public action signals, and states that naval installations will adopt these signals and coordinate efforts with local civil defense authorities.

No. 36 — Announced the approval by SecNav of the report of a selection board which recommended Regular Navy warrant officers for promotion.

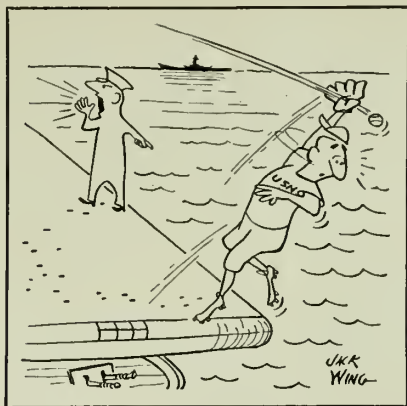
No. 37 — Announced the convening of a selection board to recommend officers of the Medical Corps, Supply Corps, Chaplain Corps and Civil Engineer Corps for temporary promotion to the grade of rear admiral.

No. 38 — Concerned the use and distribution of certain drugs.

BuPers Instructions

No. 1120.7B — Outlines eligibility requirements and processing procedures whereby enlisted personnel of the Regular Navy may apply for appointment to the active list of the Regular Navy in the line or Staff Corps in the grade of ensign.

No. 1120.18B — Outlines the policies and procedures for the submission of applications from male quali-



"Hey, Murphy, throw in a new ball . . ."

fied personnel of the Regular Navy for appointment to the grade of ensign in the Regular Navy for limited duty only, and acquaints applicants with the provisions of law affecting them.

No. 1130.4B — Authorizes the enlistment or reenlistment in the Regular Navy of Naval Reserve personnel serving on active duty.

No. 1133.3B — Describes steps taken to encourage maximum reenlistment of qualified Navy enlisted personnel through a positive and continuing all-hands reenlistment program.

No. 1210.6 — Concerns the procedure for effecting change of designator codes for officers of the U. S. Navy and the U. S. Naval Reserve.

No. 1320.1D — Provides revised accounting data and other instructions, including prompt forwarding of copies of orders to intermediate and ultimate duty stations in connection with travel orders.

No. 1414.1C — Sets forth the auditory requirements for sonarmen and sonarmen strikers.

No. 1520.43 — Notifies eligible officers of the establishment of a nine-and-one-half-month course of instruction at the General Line School.

No. 1530.21A — Furnishes information as to administrative procedures in the case of naval enlisted

personnel who are accepted to the U. S. Military Academy, U. S. Air Force Academy or the U. S. Coast Guard Academy.

No. 1626.16 — Discusses review of discharge.

No. 1747.1A — Amplifies and re-emphasizes the assistance and services available from the Navy Relief Society to naval personnel and their dependents.

No. 4651 — Announces regulations governing the procurement and use of the new Transportation Requests.

No. 5321.1A — Gives instructions for the preparation of the Roster of Officers (Form NavPers 353; Rev. 6-55).

No. 5321.2A — Announces revised instructions applicable to both officer and enlisted personnel allowances and complements, and implements OpNav Inst. 01000.8 which involves the enlisted allowances of continental shore activities.

All-Navy Talent Contest Ready for Second Showing

Do you sing, dance, or act? If you do, then here's your chance to be discovered.

It's the Second All-Navy Talent Contest sponsored by the Chief of Naval Personnel.

This contest, designed to discover, develop, and encourage talent regardless of previous amateur or professional standing, will give ships and stations the chance to stage their own talent shows as the preliminary step leading to the All-Navy finals.

The finals in this year's sea service talent search will be held on 15 Sep 1955 at St. Albans Naval Hospital, Long Island, N. Y. In between the preliminaries and the finals will be the area eliminations.

Acts in the All-Navy finals will be further screened for appearance on Ed Sullivan's "Toast of the Town" television show to be telecast on 18 Sep 1955.

Entry blanks may be obtained from your ship or station Special Services Officer. Three copies should be prepared for each act entered. Two copies must be forwarded to the Bureau (Attn: Pers G11) to arrive no later than 27 Aug 1955.

All details concerning this year's Talent Contest may be found in BuPers Notice 1700 of 24 Jun 1955.

QUIZ AWEIGH ANSWERS QUIZ AWEIGH IS ON PAGE 9.

1. (b) Patrol squadrons.
2. (a) Submarine Patrol.
3. (c) USS Pittsburgh.
4. (c) Caliber of ship's guns.
5. (a) Transport submarine.
6. (b) USS Perch.

BOOKS

THIS MONTH'S SELECTIONS HIT NEW LOWS AND HIGHS

WE WERE ALL up in the air about last month's selection of books but this month, we're about as low as possible. Three books about deep sea diving lead the list of those selected by the Bureau library staff for your information and pleasure.

Although deep—2000 fathoms—one selection makes especially fascinating reading. Written by two members of the French Underseas Research Group, Georges S. Houot and Pierre H. Willm, **2,000 Fathoms**

Down reports the three years' work that went into the successful dives of the bathyscaphe FNRS-3.

The book tells of the attendant headaches during construction, the testing, checking and unexpected problems that were preliminary to her first, unmanned dive; with her crew going down further and further and still finding new difficulties; learning new skills and coping with assorted breakdowns, overhauls and refits. From coastal France, to the Mediterranean and then to the Atlantic, where their goal is reached when they descend more than 13,000 feet. This tells the story of the capabilities and efficiency of their submersible and presents a vivid picture of the underwater face of the earth.

The two other diving books are primarily concerned with skin-diving as sport and hobby. In **Sport Diving and Underwater Swimming**, John Sweeney tells in detail what equipment is needed, how to care for it, how to use it. He explains how to gain experience with face and mask and flippers in shallow dives; how to use an aqualung; the techniques of spear-fishing. He describes his own experiences of underwater exploration in Bermuda, of teaching frogmen to swim and dive in Canada, and of his career as a professional skin-diver. **Underwater Sport**, by Albert Vander-Kogel and Rex Lardner, is a how-to-do-it book on skin-diving, spear-fishing, aqua-lunging, underwater photography and the magic of what you see and where you see it.

Two other selections are also concerned with the sea. Both relate to what are now significant historical events. One, **Christopher Columbus, Mariner**, by RADM Samuel Eliot Morison, USNR, is written as a straightforward narrative of one of the greatest adventure stories of all time. It is the story of Columbus the seaman, written by a navigator who actually followed Columbus' original courses under sail and who underwent similar hazards of wind and sea.

The Battle of Midway, by CAPT Mitsuo Fuchido, tells why that fateful battle was planned and how it was fought from the Japanese side. The author, who was at that time

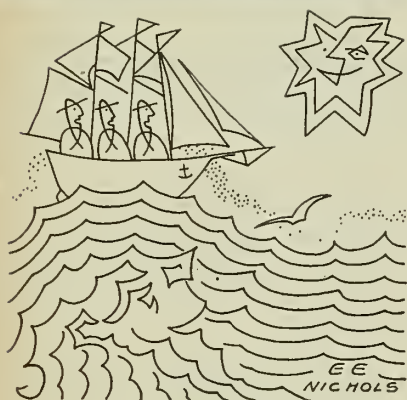
senior air wing commander in the carrier task force, tells details of the battle that was the turning point of the Pacific War. It is now history that the Japanese forces suffered a defeat so grave that the details were kept the guarded secret of a limited circle even within the Japanese Navy. It is the author's opinion that the Pacific War was started by men who did not understand the sea and fought by men who did not understand the air.

Another selection is about as far from the sea as possible. **Tiger of the Snows**, by Tenzing Norgay and James R. Ullman, is the official autobiography of Tenzing of Everest. Written in the style of "This is what happened," Tenzing tells of one of the greatest adventures of man—the conquest of Mt. Everest, and in so doing clears up many of the points of earlier conflict.

Civil War fans may reap a comfortable crop this month. Three books, each depicting a different aspect of the same event, have been chosen. **Decisive Battles of the Civil War**, by LTCOL Joseph Mitchell, is in the nature of a text book. The student of military history will find it of value in setting up pinpoint maps of successive campaigns in the East and West. From Fort Sumter to the final action the whole tactical pattern is presented. **Civil War on the Western Border**, by Jay Monaghan, is something else again. Here, the author (who has written many earlier books concerning the Civil War), concerns himself chiefly with the struggle in and around Missouri. In this area, the struggle to swing the state either to the North or to the South, frequently took the form of nightriders, of Indian tribes persuaded by white men to go again on the warpath against other whites, of guerrilla warfare by men who were never quite sure on whose side they were, as well as almost formal battles.

On the other hand, the highly readable **The Land They Fought For**, by Clifford Dowdey, tells the story from the Confederate viewpoint. Mr. Dowdey starts his story in 1832 with the Nullification Act, and divides his book into four parts. The first is concerned with the 30 years preceding secession, which he terms "The Cold War." The second portion treats of secession and the first 18 months of the war; the third takes the story from Antietam through Lincoln's reelection; and the fourth tells of the South's collapse and surrender.

SONGS OF THE SEA



To Be At Sea

To sail away from home
Has little misery,
If one can cherish thoughts
Of living on the Sea.

To be at Sea has splendor,
Joys too seldom known,
Erasing heavy burdens
On thoughts of leaving home.
Watching the sun awaken,
Sprays of ocean blue,
Fills one's heart with joy
Known only to a few.
Counting lights of port,
Or beacons in the night,
Gives one a sense of power,
Of greatness, and of might.
To sleep and then awaken,
Smelling sprays of salt,
One may live in bliss,
For the Sea has little fault.
Keep your cities of steel,
That's not the place for me,
For there is no greater life
Than to be at Sea.

—T. J. Manijak, USNR



ALL HANDS BOOK SUPPLEMENT

DAVID PORTER'S OWN JOURNAL

Captain David Porter, commanding officer of USS Essex, tells in his own words, details of his memorable trip around Cape Horn, his raids on the British whaling industry, and of his adventures in the fabulous South Seas.

Even among the colorful personalities of the early U. S. Navy, David Porter (1780-1843) led an unusual career. Appointed midshipman in 1798, he served in the West Indies and then in the war with Tripoli. In 1803, he was captured with Philadelphia off the coast of Tripoli, and remained a prisoner until peace was declared in 1805.

Porter achieved his greatest success in the War of 1812 as commanding officer of the famed Essex (which earlier had been commanded by Captain Wm. Bainbridge during the war with Tripoli). In the first year of that war, Porter captured several British ships carrying troops to Halifax, and the British war vessel Alert. Then, under orders to harry British whaling industry in the Pacific, he sailed Essex around Cape Horn (thus giving Essex the distinction of being the first American man-of-war to enter the Pacific just as, in 1800, she was the first to round the Cape of Good Hope).

Essex arrived at Valparaiso in March 1813, with all

hands suffering from lack of water, food and supplies after a difficult passage around Cape Horn. Fortunately for Porter and the crew of Essex, Peru's allegiance to Spain, then an ally of England, had been broken off shortly before their arrival.

For six months, Porter cruised off the barren Galapagos Islands and during the periods in which he was not pursuing and capturing British whalers, he was able to make valuable contributions to the geographical information concerning the islands. Prizes were made of 12 British whalers, nearly half the total in the Pacific and sufficient to break up the whole trade, since the remainder were afraid to venture out of port. The best prize was commissioned as Essex Junior, under the command of Lieutenant John Downes. During this time, the captured

From *A Voyage in the South Seas*, by Captain David Porter, USN; published by Sir Richard Phillips & Co., London, 1823.

DAVID PORTER'S OWN JOURNAL

ships served as the only source of supplies for the ships and men, with the exception of wood and the famous Galapagos tortoises.

However, after several months, *Essex* was in serious need of overhaul. To avoid capture while defenseless, Porter headed across the Pacific, traveling 3000 miles to the southwest to the Marquesas Islands, of which he took possession in the name of the United States. His adventures in those islands form the major portion of this book supplement.

After two months of thorough overhauling, *Essex* and *Essex Junior* sailed from their pleasant surroundings to search for more prizes. Porter returned to Valparaiso without finding any more British whalers.

Meanwhile, the alarmed British authorities had ordered a strong squadron to the South Pacific for the sole purpose of dealing with Porter. In 1814, *Essex* was blockaded by British ships in the neutral harbor of Valparaiso. Porter escaped to sea, but a squall disabled his ship, forcing him back to the coast. While still disabled, he was attacked by the British and, after a hard-fought battle, his ship a wreck and guns silenced, he was finally forced to surrender to save the men who still remained alive.

This month's book supplement might be of interest to those Navymen who have passed from the Atlantic to the Pacific Ocean (or vice versa) via the Panama Canal, for it opens with the passage of *Essex* also moving from one ocean to another, under somewhat different circumstances, via Cape Horn.

AT FOUR O'CLOCK, the appearance of a strong current, which was indicated by a violent ripple, and an unusual quantity of kelp, some of which, as though it had been dead and drying on the beach for some time, together with considerable flocks of birds, much resembling geese, induced me to believe that I must be very near the shore.

I therefore caused a good look out to be kept, took in top-gallant-sails, double-reefed the topsails, furled the mainsail, and had every thing prepared, in case it should be necessary to haul our wind; and at half-past six had

CHART from Porter's records shows path taken by *Essex* during her two-year raiding cruise among British whalers.



cause to rejoice that I had taken such precautions, as breakers were discovered, bearing E. S. E. and S. E., distant about three-fourths of a mile, and in a few minutes afterwards the land appeared in the same direction: we consequently hauled on a wind to the eastward, and sounded in forty-five fathoms of water. We had now approached so close to the breakers, with the hope of weathering them, that we had no room to wear.

There was a tremendous sea running, the ship driving fore-castle under; no chance of weathering the land, which could now be seen ahead, bearing E. by N., running out in small lumps, and surrounded with dreadful breakers.

Our only hope of safety was in getting the ship in stays; the mainsail was set with the utmost expedition, and we were so fortunate as to succeed: after getting the ship about the jib and spanker were set, and the top-gallant-yards sent down; but, in a few moments, the jib was blown to pieces. My first impression was, that we had been set by the currents to the westward, into the bay formed by Cape St. Vincent and the coast of Terra del Fuego: and, as the gale was increasing, and night fast approaching, the thick weather continuing, the wind directly on shore, with a tremendous sea, I saw no prospect of saving the ship, but by carrying a heavy press of sail to keep off the lee shore until the wind changed. No doubts now remained as to our being in the straits. I therefore directed the helm to be put a-weather, and made all sail to the southward, keeping the coast of Terra del Fuego close a-board; and, as we undoubtedly had the first of the tide, we were swept through with great rapidity, and at nine o'clock were clear of the straits.

I now considered myself in a good position to meet vessels plying between Conception and Valparaiso: and as neither the health of the crew, the state of my provisions, nor the distresses of the ship, rendered my going into port absolutely necessary, I determined to keep the sea awhile longer, in hopes of meeting some of the enemy's ships, and thereby obtain such supplies as would render it entirely unnecessary to make ourselves known on the coast, until we were about quitting it.

During the following months, *Essex* and Captain Porter were exceedingly busy. In addition to immobilizing the British whaling industry, he had increased his fleet by converting one of his captured vessels into a supply ship, *Essex Junior*, under the command of his assistant, Lieutenant Downes. Here is his report before departure for a much-needed overhaul.

NOW I SHALL NOTICE the important services rendered by our coming into the Pacific. In the first place, by our captures we had completely broken up the important branch of British navigation, the whale-fishery of the coast of Chile and Peru, having captured all their vessels engaged in that pursuit except the ship *Comet*.

By these captures we had deprived the enemy of property to the amount of two and a half millions of dollars, and of the services of three hundred and sixty seamen, that I liberated on parole, not to serve against the United States until regularly exchanged. We had effectually prevented them from doing any injury to our own whale-ships, only two of which have been captured, and their captures took place before our arrival. Shortly after my appearance in those seas, our whale-ships, which had taken refuge at Conception and Valparaiso, boldly ventured to sea in pursuit of whales. On the arrival of

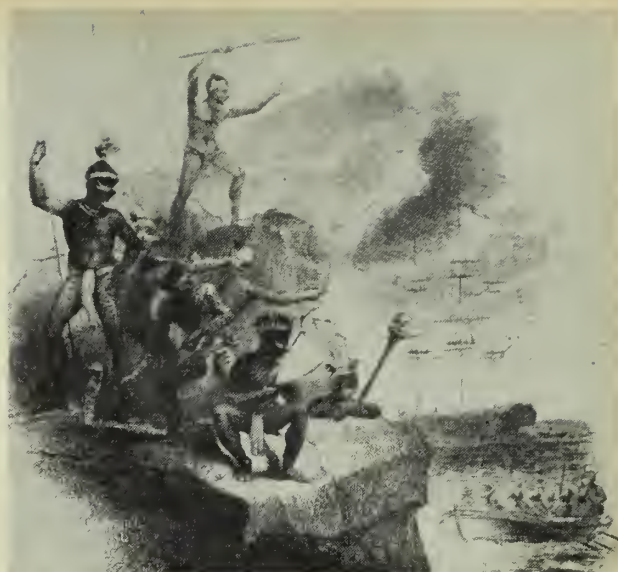
Essex Junior at Valparaiso, four of them had returned there with full cargoes, and were waiting for a convoy to protect them some distance from the coast, that they might be enabled to take advantage of the winter season for getting into a port of the United States. This Lieut. Downes was able to do.

I had determined, should he not return in time, to leave letters for him, and proceed to either the Marquesas or Washington Islands, where I intended to clean my ship's bottom, overhaul her rigging, and smoke her to kill the rats. These had increased so fast as to become a most dreadful annoyance to us, by destroying our provisions, eating through our water-casks, thereby occasioning a great waste of our water, getting into the magazine and destroying our cartridges, eating their way through every part of the ship, and occasioning considerable destruction of our provisions, clothing, flags, sails, etc. It had become dangerous to have them any longer on board; and as it would be necessary to remove everything from the ship before smoking her, and probably to heave her out to repair her copper, which in many places was coming off, I believed that a convenient harbour could be found among one of the groups of islands that would answer our purpose, as well as furnish the crew with such fresh provisions and vegetables as might be necessary during our stay there.

ON THE MORNING of the 24th, discovered the island of Roohaoga (so called by the natives, but by us Adams' Island) one of the Washington Group [part of the Marquesas in the middle of the South Pacific]. Its aspect, on first making it, was little better than the barren and desolate islands we had been so long among. But on our nearer approach, the fertile valleys, whose beauties were heightened by the pleasant streams and clusters of houses, and groups of natives on the hills inviting us to land, produced a contrast much to the advantage of the islands we were now about visiting. Indeed, the extreme fertility of the soil, as it appeared to us after rounding the S. E. point of the island, produced sensations we had been little accustomed to, and made us long for the fruits with which the trees appeared everywhere loaded.

It seems strange how a people, living under no form of government that we could ever perceive, having no chiefs over them who appear to possess any authority, having neither rewards to stimulate them to exertion, nor dread of punishment before them, should be capable of conceiving and executing, with the rapidity of lightning, works which astonished us. They appear to act with one mind, to have the same thought, and to be operated on by the same impulse. They can be compared only to the beavers, whose instinct teaches them to design and execute works which claim our admiration. Of all the labours, that which most surprised me was, carrying the [ship's] gun to the mountains [to be used for defense or warning]. I have since, with much difficulty, and at the hazard of breaking my neck, travelled the path by which it was carried, or rather I have scrambled along the sides of the precipices, and climbed the almost perpendicular rocks and mountains, to the summits of which they succeed in raising it; and I never should have believed it possible that a people so devoid of artificial means of assisting labour, should have been able to perform a task so truly herculean.

I inquired by what manner they had divided the labour



TO PROTECT the lives of the natives of Marquesas Islands, Porter found it necessary to subdue warlike Typees.

among themselves, in order that each might share his proportion of the weight. They told me they had carried it by valleys, that is, the people of one valley had agreed to take it a certain distance, when it was to be received and carried on by those of another valley, and so on to the top of the mountain. This was all the information I could obtain on the subject.

As I before remarked, they have no chiefs who appear to assume any authority over them. They have only patriarchs, who possess solely the mild and gentle influence of a kind and indulgent father among his children. One of the chiefs, Gattanewa, owns much land, and his tenants pay him in kind. When presents are to be made to us, he calls upon them for his due in hogs, cocoa-nuts, bananas, or bread-fruit; other landholders follow his example, the contributors assemble before his house, one with two or more cocoa-nuts, a bunch of bananas, one or two bread-fruit, a hog, a stalk of sugarcane, or a root of tarra. When all are collected, Gattanewa, his son, or grandson, takes the lead, and they march in one line for the camp, to the number of two or three hundred.

BY THE TIME [the village where our crew was to live on the island] was completed, everything had been taken out of the frigate, and the powder and provisions deposited on board the prizes. The ship had been thoroughly smoked with charcoal, to destroy rats, which, on opening the hatches, were found in great numbers dead about the large pots in which the fires were made. Several tubs full of them were collected and thrown overboard, and it was supposed that, exclusive of the young, which were killed in the nests, and could not be found, we had not destroyed a less number than from twelve to fifteen hundred. The caulking and other repairs on the ship went on with much expedition and regularity, and among other defects we found our main-topmast in a very decayed state.

THE TRIBES OF THE Taeahs, the Hæppahs, and Shouemes [which were on friendly terms with Porter and his



ALTHOUGH Commodore David Porter won fame for *Essex* cruise, he also did other valuable services for Navy.

crew], now made complaints of the insults and aggressions of the Typees. One tribe they [the Typees] had threatened to drive off the land; they had thrown stones at, and otherwise insulted individuals of the other tribes. The Taeahs and Happahs became very solicitous for war, and began to utter loud complaints that (as all the other tribes in the island had formed an alliance with me) they should be tolerated in their insolence, and excused from supplying us as the rest had done. The more distant had now discontinued bringing in their supplies, and the other tribes had fallen off considerably, complaining that we had nearly exhausted all their stock, while the Typees were enjoying abundance. Lead us to the Typees, said they, and we shall be able to furnish you from their valley; you have long threatened them; their insults have been great; you have promised to protect us against them, and yet permit them to offer violence to us; and while you have rendered every other tribe tributary to you, you permit them to triumph with impunity. Our canoes are in readiness, our warriors impatient, and for less provocations, had you not been here, we should have been engaged in hostilities. Let us punish those Typees; bring them on the same terms to which we have agreed, and the whole island will then be at peace, a thing hitherto unknown, but the advantages of which we can readily conceive. These were the sentiments expressed by the chiefs and warriors of the Taeahs and Happahs.

Finding that it was absolutely necessary to bring the Typees to terms, or endanger our good understanding with the other tribes, and consequently our own safety, I resolved to endeavour to bring about a negotiation, and to back it with a force sufficient to intimidate them.

We arrived at the Typee landing at sunrise, and were joined by ten war canoes from the Happahs; the *Essex Junior* soon after arrived and anchored. The tops of all the neighbouring mountains were covered with the Taeah and Happah warriors, armed with spears, clubs, and slings; the beach was lined with the warriors who came with the canoes, and who joined us from the hills. Our

force did not amount to a less number than five thousand men, but not a Typee or any of their dwellings were to be seen; for the whole length of the beach, extending upwards of a quarter of a mile, was a clear level plain, which extended back about one hundred yards. A high and almost impenetrable swampy thicket bordered on this plain, and the only trace we could perceive, which, we were informed, led to the habitations, was a narrow pathway which winded through the swamp. The canoes were all hauled on the beach, the Taeahs on the right, the Happahs on the left, and our four boats in the centre.

We soon came to the place for fording a river; in the thick bushes of the opposite banks of which, the Typees, who were here very numerous, made a bold stand, and showered on us their spears and other missiles. Here our advance was for a few minutes checked, the banks of the river being remarkably steep, but particularly on the side we were, which would render our retreat difficult and dangerous in case of a repulse. The stream was rapid, the water deep, and the fording difficult and hazardous on account of the exposed situation we should be in while crossing. We endeavoured in vain to clear the bushes of the opposite banks with our musketry.

The stones and spears flew with augmented numbers. Finding that we could not dislodge them, I directed a volley to be fired, three cheers to be given, and dash across the river. We soon gained the opposite bank, and continued our march, rendered still more difficult by the underwood, which was here interlaced to that degree, as to make it necessary sometimes to crawl on our hands and knees to get along. We were harassed as usual by the Typees for about a quarter of a mile through a thicket which, at almost any other time, I should have considered impenetrable.

On emerging from the swamp, we felt new life and spirits; but this joy was of short duration, for on casting up our eyes, we perceived a strong and extensive wall of seven feet in height, raised on an eminence crossing our road, and flanked on each side by an impenetrable thicket.

Finding we could not dislodge them, I gave orders for pushing on and endeavouring to take it by storm. But some of my men had by this time expended all their cartridges, and there were few who had more than three or four remaining. This discouraging news threw a damp on the spirits of the whole party.

My number was now reduced to nineteen men; there was no officer but myself; the Indians had all deserted me except Mouina; and to add to our critical and dangerous situation, three of the men remaining with me were knocked down with stones.

We retreated for a few paces, and in an instant the Indians rushed on us with hideous yells. The first and second which advanced were killed at the distance of a few paces, and those who attempted to carry them off were wounded.

This checked them, they abandoned their dead, and precipitately retreated to their fort.

THE BEHAVIOUR of the friendly natives, and particularly the Happahs, after this supposed defeat of my party, convinced me I had now no alternative, but to prove our superiority by a successful attack upon the Typees. It was obvious that the whole of the tribes would join the conquering side, and I became fully convinced that the safety of my people, as well as the inter-

ests of my government, would be compromised by any delay in the renewal of hostilities.

Accordingly, the next day I determined to proceed with a force which I believed they could not resist, and selected two hundred men from the *Essex*, the *Essex Junior* (which had now arrived) and from the prizes. I directed boats to be prepared to start with them before daylight next morning, and cautioned every one to be secret as to my intentions, not wishing to be annoyed by the noise and confusion of either of the tribes of Indians, whom we had always found useless to us. In the evening, the boats being leaky and unable to carry the men, I caused the party to be sent on shore, and determined to go by land. We had a fine moonlight night, and I hoped to be down in the Typee valley long before daylight.

On ascending a ridge, we halted to take breath, and view, for a few minutes, this delightful valley. It was about nine miles in length, and three or four in breadth, surrounded on every part, except the beach, where we formerly landed, by lofty mountains.

A large assemblage of Typee warriors were posted on the opposite banks of the river (which glided near the foot of the mountain) and dared us to descend. In their rear was a fortified village, secured by strong stone walls; drums were beating and war conchs were sounding in several parts, and we soon found they were disposed to make every effort to oppose us.

As soon as we reached the foot of the mountain we were annoyed by a shower of stones from the bushes, and from behind the stone walls; but as we were also enabled to shelter ourselves behind others, and being short of ammunition; I would not permit any person to fire. After resting a few minutes, I directed the scouting parties to gain the opposite bank of the river, and followed with the main body.

Although we were greatly annoyed with stones, that fortified village was taken without any loss on our side. Their chief warrior and another were killed, and several wounded. They retreated only to stone walls situated on higher grounds, where they continued to sling their stones and throw their spears.

We continued our march up the valley, and at length arrived at their capital, for it deserves the name of one.

We had been compelled to fight every inch of ground, as we advanced, and here they made considerable opposition; the place was, however, soon carried, and I very reluctantly set fire to it. Numbers of their gods were here destroyed, several large and elegant new war canoes, which had never been used, were burnt in the houses that sheltered them; many of their drums, which they had been compelled to abandon, were burned.

We at length came to the formidable fort which checked our career on our first day's enterprise, and although I had witnessed many instances of the great exertion and ingenuity of these islanders, I never had supposed them capable of contriving and erecting a work like this, so well calculated for strength and defence. It formed the segment of a circle, and was about fifty yards in extent, built of large stones, six feet thick at the bottom, and gradually narrowing at the top to give it strength and durability. On the left was a narrow entrance merely sufficient to admit of one person's entering, and serving as a sally-port. But to enter this from the outside, it was necessary to pass directly under the wall for one half its length, as an impenetrable thicket prevented the approach to it in any other direction. The wings and rear were equally guarded, and the right was flanked by another fortification of greater magnitude, and equal strength and ingenuity.

A MESSENGER WAS dispatched to the Typees, informing them I was still willing to make peace, and that I should not allow them to return to their valley until they had come to terms of friendship with us. The messenger, on his return, informed me, that the Typees, on his arrival, were in the utmost consternation; but that my message had diffused the most lively joy among them. There was nothing they desired more than peace, and they would be willing to purchase my friendship on any terms. He informed me that a flag of truce would be sent in next day to know my conditions.

On the arrival of the Typee flag, which was borne by a chief, accompanied by a priest, I informed them that I still insisted on a compliance with the conditions formerly offered them, to wit, an exchange of presents, and peace with myself and the tribes who had allied themselves to me. They readily consented to these terms.

Essex and her prizes fill harbor at Marquesas Islands when Porter gave his travel-weary ships a much-needed overhaul.



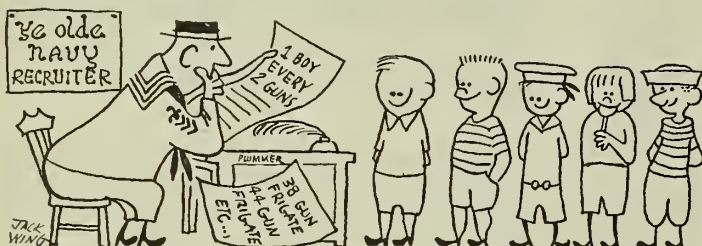
TAFFRAIL TALK

ADD THIS TO YOUR LIST of fascinating statistics: Of the approximately 660,000 military members of the Navy, roughly 220,000 enlisted personnel and 53,000 officers are married.

★ ★ ★

A look at the Navy of the past every once in a while gives us a picture of the changing customs, traditions and jobs in the sea service. The changes may seem to be almost imperceptible in the day-to-day routine, but take a glance back several years and you'll note the difference quickly. Going back even further, here's a quote we found in "Rules of the Navy Department Regulating the Civil Administration of the Navy of the United States" (1832):

• "Every vessel of the Navy, bound on a cruise, for every two guns it may carry, is allowed one boy, between 14 and 18 years of age, in lieu of the numbers authorized by circular order of 1 April 1826.



• "Recruiting officers are to enlist boys when wanted; but, when it can be avoided, are not to enlist minors without the written consent of their parents, guardians, or masters.

• "Boys are sometimes, by special letter from the Department, to be treated as Midshipmen; but, in such cases, they receive only boys' pay.

• "Boys are to be instructed in elementary studies, on board receiving ships and other vessels, by a competent person — either one of the crew or an officer, to be designated for that purpose by the commander."

So, you see, the Navy *does* change.

★ ★ ★

Even nomenclature changes. Ever hear of an "archdeacon deck"?

It has nothing to do with the Chaplains. It's a removable aircraft cargo deck, installed over the weather deck of a Mariner-type cargo ship. Its use makes it possible to transport up to five F-84 *Thunderjets* per hatch, or 16 *Thunderjets* arranged bow to stern.

Reason for the name? The deck was named after its originator, Mr. G. D. Archdeacon, and is being developed by MSTs for use aboard Mariner-type vessels.

★ ★ ★

One further report about the new Navy. The 55-foot float entered by the Tacoma Naval Station won the Sweepstakes award at the 22nd annual Puyallup Daffodil Festival. The float was covered with 175,000 daffodils.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 23 Jun 1955, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given **ALL HANDS**. Original articles of general interest may be forwarded to the Editor.

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In most instances, the circulation of the mogazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

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REFERENCES made to issues of **ALL HANDS** prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin.

• **AT RIGHT: GETTING TO THE BOTTOM** of things, namely his ship USS *Ticonderoga* (CVA 14), James P. Nolan, Jr., LI3, USN, is dwarfed by the carrier's 209 feet of bow as she rests her 33,000 tons on keel blocks in Norfolk shipyard drydocks.





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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

SOCIAL SCIENCES ROOM



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for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

359.05

SEPTEMBER 1955



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

SEPTEMBER 1955

Navpers-0

NUMBER 463

VICE ADMIRAL JAMES L. HOLLOWAY, JR., USN

The Chief of Naval Personnel

REAR ADMIRAL MURR E. ARNOLD, USN

The Deputy Chief of Naval Personnel

CAPTAIN L. C. HEINZ, USN

Assistant Chief for Marine Services

TABLE OF CONTENTS

Headed South for the Winter	2
Blue-Nosed Horned Shellback Dragons	7
The Word	8
Day in the Life of a Flying AD	10
Salvage Sailors—They Get Ships out of Tight Spots	12
Black Ship Festival	15
It Pays to Play at This Navy School	16
Little Teams Make a Big Hit on Ships And Stations	18
Servicescope: News of Other Services	22
Letters to the Editor	24
New Jacket and Cap Among Uniform Changes	30
Special Feature:	
Pointers on Stowing Your Uniform	31
How to Fold Your Navy Uniform	32
Today's Navy	36
Bulletin Board	42
For the 200 Winners—A College Education and Commissions	42
Changes to Qualls Manual	45
Broken-Service versus Continuous- Service Reenlistments	46
Roundup of New Legislation	50
Directives in Brief	53
How to Track Down Your Serviceman's Hunting and Fishing Licenses	54
Book Reviews	58
Book Supplement: Amphibious Attack—1847	59
Taffrail Talk	64

LCDR F. C. Huntley, USNR, **Editor**

John A. Oudine, **Managing Editor**

Associate Editors

G. Vern Blasdel, **News**

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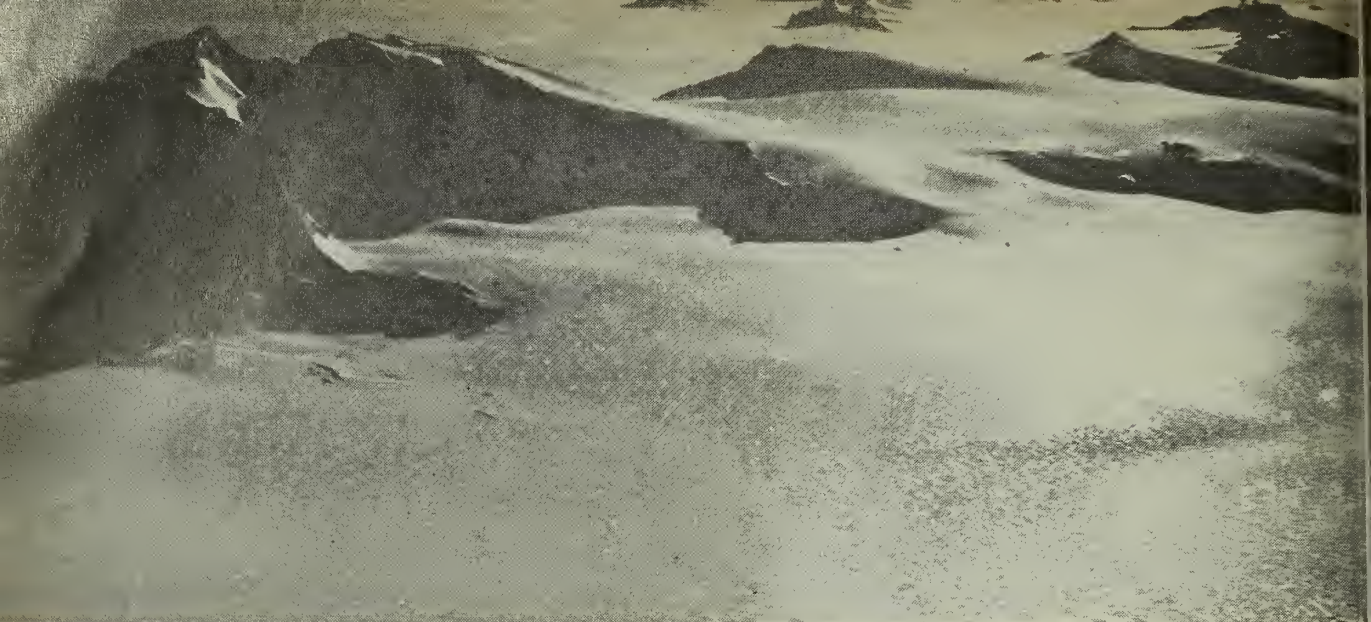
Don Addor, **Layout**

• **FRONT COVER:** A LOT OF HASH marks that add up to many years of Navy experience belong to Navymen from 43 stations, meeting in a Pentagon conference room to discuss techniques and programs. The chiefs and white hats, assigned to recruiting stations throughout the United States, were able to compare notes. — Photo by W. J. Larkins, PH2, USN.

• **AT LEFT: SOLEMN MOMENT** — Men of *uss Hornet* (CVA 12) assemble on flight deck to pay tribute to flyer downed at sea in line of duty, while Marines fire salute.

• **CREDITS:** All photographs published in *ALL HANDS* are official Department of Defense photos unless otherwise designated. Photo on page 2 courtesy of the Wellington (New Zealand) Evening Post. Page 16 Washington (DC) Star.





ENEMY TO BE INVADED and studied by Task Force 43 is the frozen Antarctic, a continent of mystery to the south.

Headed South for the Winter

ON THE EIGHTH FLOOR of a downtown government building in Washington, D. C., there is a sense of urgency and suspense as a small group of officers and men of the U. S. Navy map out plans for a full-scale invasion. The same atmosphere is present at other east coast naval installations where elements of a task force are assembling, preparing for the invasion and striving to learn all there is to learn about the foe. In November the tension will ease when Task Force 43 puts to sea—destination Antarctica.

The huge land mass, estimated to be some six million square miles in extent, is a land of mystery, contrast and danger. Surrounded by ice and rough water it is one of the least known, least explored areas in the world today. Previous expeditions have barely scratched the surface of the continent, after facing extreme adversities that only the hardest of men could withstand. They have come back with strange stories of huge smoking volcanoes thrusting their heads through the Antarctic ice, of spots where there are open lakes and of an island which has hot and cold running water as a result of fires which still smolder far underground. This is the "enemy" that Task Force 43 will meet when it begins its invasion.

In the best military tradition, the Task Force staff is now poring over the report of a scouting party, sub-

mitted by the USS *Atka* (ACB 3), recently returned from the Antarctic. From these reports possible sites for bases have been determined.

Atka's description of the Antarctic tallies with those of other expeditions. It tells of huge glaciers, of pack ice so strong that the powerful icebreaker was rebuffed in several attempts to locate camp sites, and of icebergs many times larger than the ship. The crew also remembers vividly the rough seas encountered after the ship passed Lat. 60° South.

One of the most surprising aspects of *Atka's* report is the moderate temperatures recorded during her stay in the southernmost part of the world. During much of the time she spent

roaming the icebound coast, temperatures seldom fell below 20°F and on many occasions it was a balmy 30°.

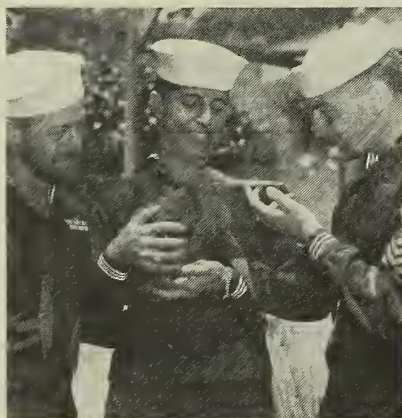
However, the *Atka* visit to the Antarctic came during January and February, the summer months in the Southern Hemisphere. Had they remained for the winter they would have told a much different story. Temperatures of minus 75° and lower have been recorded by previous visitors.

Many members of the Task Force can vouch for those figures. The most prominent of these is Rear Admiral Richard E. Byrd, usn, (Ret.), who has been designated as Officer in Charge of the present operation.

Rear Admiral George Dufek, usn, (Ret.), Task Force Commander, is also a veteran polar explorer with two trips to the Antarctic and two to the Arctic to his credit. The Antarctic cold is a personal matter to him — during his last visit he fell into the water while making a highline transfer at sea.

Medical experts have warned that anyone falling into the water in the area could live only eight minutes. Split-second timing and topnotch seamanship combined to pull the Admiral (then Captain) out of the water in seven minutes.

There are at least three enlisted members of the staff of Task Force 43 who have also visited Antarctica before. William R. Blades, QMC, usn, Owen M. Perry, ETC, usn, and Norman A. Sack, PH1, usn, were along



NAVYMEN OF the advance party look over a Kiwi bird in New Zealand *Atka's* last stop before the Antarctic.

on "Operation Highjump," the Navy's last large expedition to this region.

This year's trip to the Antarctic by Task Force 43 will be the first of four to be made. This year's group, as the first force of the big program, will have the job of setting up bases to be manned by scientific observers in the period 1957-58, which has been designated International Geophysical Year. This will be a world-wide event and scientists from many countries will set up shop at a number of isolated places, primarily in the two polar regions, to conduct scientific studies.

The first trip south will carry a construction battalion, with needed equipment and supplies to set up the main base of operations. The task force will stay in the vicinity of the main base for about six weeks before returning to the U.S. When they return they will leave behind them a wintering-over party, composed primarily of officers and enlisted men of the Seabees, who will remain until the Task Force returns in 1956. During the winter months Seabees will work on the communications office, establish a runway for aircraft and enlarge the living quarters.

At present the headquarters of the task force is in Washington where the staff is busy making the many preparations needed for an operation of this size. One of the first, and easiest steps was the selection of a name for the expedition.

Admiral Dufek took care of that matter in short order. When the subject was brought up the Admiral didn't hesitate when he suggested the name, "Operation Deepfreeze."

"Nothing," said the Admiral, "could be more appropriate. Even though the main body of the task force will only be in the Antarctic during the summer months, we'll see little but ice. We will, in effect, be living atop one gigantic deep freeze and we might as well brag about it."

Everything hasn't been so simple as picking the name for the expedition, but so far there have been no major hitches in the planning and preparation of the trip. This happy situation is due primarily to the efficient staff, but there are other reasons. As one chief petty officer put it, "It is amazing how the word 'Antarctic' stirs an interest in everyone we meet. No matter where we go for help or supplies, all we have to do is mention that we are going to the South Pole. People jump to help us. In many cases



NAVYMEN OF A PREVIOUS expedition carry snow blocks to base's melter chute to make drinking water. Operation Deepfreeze will use snow only in emergency.

they have gone out of their way to help us in every possible manner."

The interest generated by the expedition has been tremendous, not only in Washington, but throughout the Navy. Early in January 1955 when Alnav 8 asked for volunteers from among certain enlisted ratings to fill vacancies on the staff and in the construction battalion, the response nearly swamped the Bureau of Naval Personnel.

At the last count, a total of 4305 qualified men had forwarded a request to join the expedition. Some of these volunteers were men serving in *uss Atka*, then cruising off the coast of Antarctica. No one knows how many other men might have volunteered had they been able to meet the requirements. As it was, many

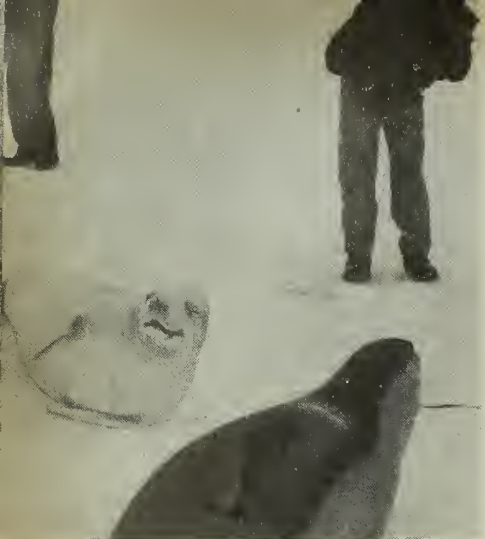
were disappointed, as only 226 billets were open.

While the staff is busy taking care of the needed paper work and planning, other naval installations are also preparing for the expedition. In Patuxent River, Md., Air Development Squadron Six is in the process of winterizing its planes, and crew members of the Squadron are getting daily briefing on the flying conditions they will encounter in the white continent to the south.

VX-6, which will have transports, helicopters, patrol bombers and smaller planes, will be a busy group when they reach the Antarctic. In addition to flying supplies and equipment wherever needed they will have the job of flying air-mapping missions. These missions will supply other units

VETERAN OF ICY WATERS of both North and South polar regions *USS Atka* (AGB 3) made the preliminary scouting cruise to the Antarctic last winter.





SEALS AT 'ADM Byrd Bay' were as tame as the penguins and seemed to enjoy their first look at mankind.

of the expedition with valuable information for the overland trips to be made.

The helicopters will, weather permitting, be out in front of the ice-breakers, helping to find passages through the pack ice. The smaller planes will come in for their share of work, flying short ice reconnaissance missions.

The construction battalion is assembling in Davisville, R. I., where polar veterans are explaining the various problems involved in construction work under the cold weather conditions that will prevail.

Ships taking part in "Operation Deepfreeze" will be gathering at Boston, Mass., and Norfolk, Va. Like all other elements of the task force, the men will attend indoctrination classes in cold weather procedure.

uss *Glacier* (AGB 4), *Edisto* (AGB 2), *Arneb* (AKA 56), *Wyandot* (AKA 92), *Nespelen* (AOG 55),

YOG 70, the MSTS ship *Greenville Victory* and uscg *Eastwind* (WAGB 279) are the ships scheduled to make the trip.

The task force will assemble some time in October 1955 and leave port in November to begin the long trek southward. Before that time, myriad quantities of equipment and supplies will have to be loaded, checked and double-checked for, in the Antarctic, Task Force 43 will be a self-sufficient organization with little contact with the rest of the world, except by radio.

When the Task Force arrives, the Antarctic will be in for a busy four years, as this expedition will be the best equipped, best prepared and longest of any previous expedition.

A full schedule has been established to guide the task force over the next four years. Briefly, this is what will be done on the four trips:

- **1955-56** — Ships will depart in November and land all supplies and equipment onto the shelf ice at Main Base during January 1956. Construction personnel will build the base camp, commence work on the snow-compacted runway, and erect an air operating facility nearby. The ships will depart Main Base for the U.S. in February, leaving a Navy wintering-over party of approximately 7 officers and 114 men to complete the runway and operate the airfield during October 1956. At that time tractor trains will commence overland transportation of supplies, equipment and construction party to the second base in Marie Byrd Land at 80° South Lat., 120° West Long. At the same time, another construction group will fly to the South Pole to establish the third base. Here, supplies and equipment will be flown in and air-dropped.

- **1956-57** — Ships of the task

force will again depart U.S. ports in November to arrive during January. The scientists who will man the three bases during the winter will be delivered to the inland bases by airlift or overland transportation as weather conditions permit. Supplies for two years of operations will be provided for the men at each station in case resupply is rendered impossible the following year. Ships return to U.S. ports in February.

- **1957-58** — Ships leave the U.S. in November for resupply mission with necessary aircraft flying to Main Base. After all three bases have been resupplied the task force will return to the U.S.

- **1958-59** — Ships leave in November, arrive in Antarctica in January. All personnel at inland bases will then be air-lifted to Main Base and men and equipment loaded aboard ships for return to the U.S. in February.

That is by far the most ambitious schedule ever prepared for any expedition that has headed into the wintry land of Antarctica. In addition, the group at the South Pole will be history makers as only twice before, in the Antarctic summer of 1911-12, has man ever stepped foot on the site of the South Pole. Then, within a month, two parties reached the same point. Since that time the only sight of the pole has been from the air and never has a group remained there throughout the long winter.

Now the U.S. Navy is preparing to set up a base on the bottom of the world, flying in men, equipment and supplies. The Navymen who reach the South Pole will be mainly Seabees. They will have the tough tasks of fighting time and cold in an effort to get the base completely constructed.

CONTRAST OF USS *GLACIER* (AGB 4) to ship of earlier Antarctic trip illustrates advantages of modern equipment.



ted and habitable before the short summer is over.

Once they have done their job, they will head back to Main Base, leaving the scientists to spend the next two years at the Pole. Most of that time the scientists will be in complete darkness, seeing the sun only for short periods during the summer.

One base will be in the immediate vicinity of the Pole itself, which is located on a plateau 10,000 feet above sea level. The plateau is a barren, desolate spot with no known life, nothing but snow, ice and extreme cold. Even the penguins don't travel that far south. The men remaining will be completely dependent upon the supplies and equipment flown in to them. There is nothing in the area which could serve as food.

What they find at the South Pole in the interests of science is a matter for conjecture. The others who have gone before did nothing more than locate the Pole, take a few sightings to establish their position and then depart. This time, however, thanks to the many modern innovations, the scientists will have plenty of time to observe the area, living in comparative luxury while they do so.

At both the inland bases the men remaining through the winter will have weather-proof dwellings, equipped with more than adequate means of heating. They will have food and equipment to last two full years, or more, and their clothing and personal equipment will be the best that man can devise.

Compare that with the expeditions of Norway's Roald Amundsen and England's Robert Scott, in the Antarctic summer of 1911-12. Both went into the land with what would now be considered primitive equipment. They fought their way through to the pole on foot and faced almost insurmountable odds.

Theirs was a strange race to fame, glory and disaster. Scott, a veteran Antarctic explorer, was determined to be the first man to reach the South Pole. On a previous trip to the Antarctic he had pushed to 82° 17' South Latitude, 163° East Longitude. He came back, primed and ready to push all the way to 90° South Latitude.

Amundsen knew little about the Antarctic. His previous expeditions had all been in the region of the North Pole. He was credited with being the first to sail through the



HEAVY PRESSURE ICE assumes fantastic forms during the long Antarctic night. Large ice fractures such as this are just one of many polar hazards to be faced.

Northwest Passage from east to west in 1905. His ambition at that time was to be the first to reach the North Pole.

During 1909 and 1910 the two men were preparing for trips to opposite ends of the earth. Then a blow fell that shattered Amundsen's plans. He learned that Rear Admiral Robert E. Peary, USN, had planted the U. S. flag on the North Pole.

Amundsen continued with his plans as though nothing had happened. After getting his equipment and ships ready, he set sail. Once safely at sea, where he felt he wouldn't be called back, he relayed the message, "Heading south."

Those two words set the stage for one of the strangest races the world has ever seen with one party reaping fame, the other death. At that stage of the game it looked as though Scott had all the best of it. He knew the country, had more experience and was far ahead of the Norwegian in his planning.

Scott made one mistake. He didn't leave his camp soon enough. He was delayed until 13 days after Amundsen and his party were underway on their quest for the South Pole. The two groups left from different locations and Scott's point of departure was the greater distance from the Pole, adding another burden to overcome.

The Norwegians traveled light

with a small party and a large number of dogs. These served a double purpose. They relieved the men of the job of pulling the sled and also served as food when the going got rough.

The English group depended upon a large party, with men pulling the sleds. At certain points they dropped off food caches for use on the return trip. The constant pulling on the sleds slowed the men down and caused a great deal of the provisions to be lost.

Both parties had good weather on the trip inland, but Amundsen and his light, fast moving party reached the Pole first. That was a wonderful day for his group, as they raised the flag of Norway over the Pole and stood on the cold plateau cheering. Their spirits stayed high and for the next four days they remained at the South Pole taking readings and tests to prove that they had reached the southernmost point in the world.

They kept looking for Scott and his party but after the fourth day gave up and decided to start back. Before leaving, they built snow pillars, left supplies, a tent and a sled with a note for Scott and his men.

A few weeks later Scott and four others of his party reached the Pole, only to find that they had been beaten in their quest for fame. They were a heartbroken group and



HELICOPTER TAKES OFF from deck of *Atka* to scout for best passage through maze of ice. They will be valuable guides for ships and men of Task Force 43.



Scott wrote in his diary, "It is a terrible disappointment and I am very sorry for my loyal companions."

The Norwegian explorers, buoyed by their epic-making trip, practically flew back to their ships without trouble of any sort. They made the trip in a little over a month, the same trip that had taken them three months to cover on their way to the Pole.

Scott's party, dealt a psychological blow upon finding they were the second to arrive, had nothing but trouble. They ran into intense cold, were buffeted by storms and eventually lost their way. Seven months later, another party searching for them, found Scott and his men frozen to death in their sleeping bags.

Scott and his men were the last to set foot on that high plateau and the Navymen reaching there this trip will no doubt stop and bow

OPERATION DEEPFREEZE will face the same dangers pictured here in early expedition but modern equipment will give them advantage over predecessors.



their heads for a moment in respect to a brave group of men.

Although there have been no subsequent visitors to the South Pole, other than by air, since 1911 there have been many expeditions to that frozen land. The U. S. Navy has done much of the exploring. It was a Navymen, Lieutenant Charles Wilkes, USN (later Rear Admiral), who first discovered land Antarctica.

In 1840 Wilkes led a Navy expedition to Antarctica and, in a small wooden ship, penetrated deep enough into the ice to spot Enderby Land. Before his discovery it was generally believed that, like the Arctic, there was nothing but ice and snow at the South Pole.

In more recent years Rear Admiral Byrd has made a total of four trips to Antarctica. During one of his trips he remained alone in a small hut, 200 miles from the rest of the expedition, for more than 70 days. He suffered greatly, and nearly lost his life, but his account of the polar night and the observations he made at that time have been of immense value to all who have followed.

The last big U. S. expedition to travel to the Antarctic was an all-Navy show. It was the largest expedition ever undertaken and all told, 13 ships, ranging from a carrier to a submarine, took part in the expedition, "Operation Highjump."

Planes from the carrier flew mapping missions over a great portion of Antarctica during that operation and their photos will be of value to those making the trek southward during the next few years.

The last Navymen to visit Antarctica were the crew members of *Atka*. Their activities were limited pretty much to the coastal regions to locate harbors and landing spots for the coming expedition.

"Operation Deepfreeze" will be a continuation of the Navy's efforts toward learning more about the world around us. While the Task Force is busily preparing for this and the subsequent trips, while the men condition themselves both mentally and physically, while plans and Op-orders are readied—Antarctica lies waiting, a challenge to all comers. A land of wonder and mystery, waiting for the men bold enough and tough enough to master it. Antarctica is waiting and the men of Task Force 43 are sure that they can handle the job.—

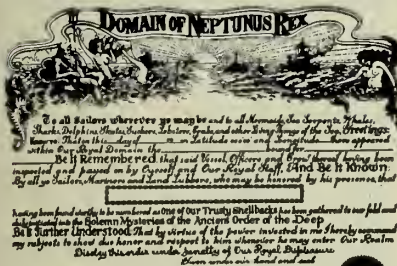
Bob Ohl, JOC, USN.

ALL HANDS

Blue-Nosed Horned Shellback Dragons Make Up Ship's Crew

The certificate collectors on board USS *Edisto* (AGB 2) will long remember 1955 as a banner year. They will have qualified for at least four of the most coveted certificates a salt could yearn for.

Early in 1955 *Edisto*, then on routine winter operations, crossed the Arctic Circle and poked her nose into the domain of King Polar Bear. He came aboard with the proper pomp and circumstance, in this case a blistering snow storm,



and made known his dislike for "Red Noses" (those sailors who had never crossed the Arctic Circle).

In short order, King Polar Bear and his Royal Court took the matter under consideration and, along with the Blue Noses aboard, administered stern justice to those whose nose had not yet turned color.

In the near future, as one of the ships of Task Force 43 which is heading to the Antarctic in November, the crew members of *Edisto*

will qualify as (1) Shellbacks, by virtue of their crossing the Equator; (2) Frozen Stiffs, the name given those who invade the domain of the Emperor Penguin south of the Antarctic Circle; and (3) members of the Realm of the Golden

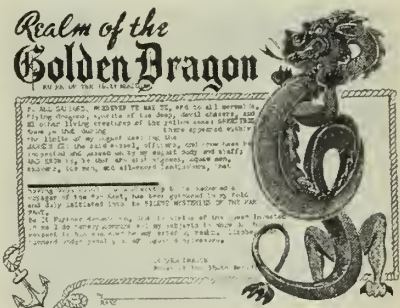


Dragon through crossing the International Date Line.

At the Equator, *Edisto* and the other ships of Task Force 43 will be met by Neptune Rex and his court. The royal monarch of the deep will take over the ships for a short period, long enough to greet all Shellbacks already aboard and to insure that all "pollywogs" (those who have not yet crossed the equator) are welcomed into fold.

On crossing the Antarctic Circle, Emperor Penguin will make his presence known. In a royal manner he will inquire about those poor, unfortunate souls who have never before dared to enter his kingdom. Once he has met these sad ones, he will make them members of his Frozen Stiff Domain.

At the 180th Meridian, the Golden Dragon will come aboard the ships to welcome all hands into the mysteries of the Far East.



Records of the meetings with the different rulers will repose in each man's service jacket as proof that he is indeed one of the few who rate as visitors to the four domains.

Should the men of *Edisto* need any further proof, that too may well be forthcoming — since Navy-men like to whip up certificates for any unusual event. Chances are that the task force as a whole will put out their own special "Operation Deepfreeze" certificate to mark their conquest of the Antarctic.



ANCIENT TRADITIONS of the sea are perpetuated by Navy-men as they cross equator to become 'Shellbacks.'

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **SHORE DUTY**—The Bureau has vacant billets for chief machinist's mates and chief enginemen in some naval districts which are not being currently filled due to lack of requests on the Shore Duty Eligibility List for assignment to those areas. If you are an MMC or ENC interested in shore duty, get your request in now.

Shore duty requests from TMCs and EMCs are also needed to fill vacant billets at shore activities under the Chief of Naval Air Training (most of which are located in the Sixth, Eighth and Ninth Naval Districts).

Other general service ratings in short supply on the SDEL for the Sixth, Eighth and Ninth Naval Districts include PNCs, CMCs, SDCs, MMCs, ENCs, and strikers of most

ratings. Eligible YNCs who request duty in the Fifth Naval District can expect early orders.

Billets for aviation ratings such as ADs, ATs, and AMs go a-begging in Chief of Naval Air Training activities because not enough men in those rating request CNATRA billets. CNATRA has nearly 2000 empty billets in the Sixth, Eighth and Ninth Naval Districts available to qualified ADs for the asking.

Remember, your chance of getting shore duty is always improved if you include "Anywhere U.S." as your third choice of shore duty. See *ALL HANDS*, May 1955 p. 30 and BuPers Inst. 1306.20B for complete information on the eligibility requirements for requesting shore duty. See also the article "What's Your Next Duty Station?" in the July issue of *ALL HANDS*, p. 30.

• **TRANSFERS** — Commands have been instructed to reduce the frequency of permanent changes of station and to avoid the necessity of such changes more than once per fiscal year. The rule does not apply to transfers to and from service schools.

Whenever more frequent changes are necessary and where payment of a dislocation allowance is involved, each case must be referred to the Chief of Naval Personnel, who in turn will request a finding from the Secretary of the Navy that the needs of the service require such a move.

When the Secretary has made a favorable finding, the Chief of Naval Personnel will authorize the following specific phrase to be indicated on each order or endorsement: "The Secretary of the Navy has found that more than one permanent change of station in the fiscal year is required by the exigencies of the service."

In individual cases considerable detailed information is required in the requests, in order to enable the Secretary to reach a finding that the move is actually required. However, in moves which are directly related

to changes of home ports of units and to inactivation of ships individual findings by the Secretary would be impracticable and could not serve to reduce the frequency of moves. In these cases the command involved may request a group finding for everyone involved. Alnav 34 sets forth specific instructions. Conditions governing payment of the dislocation allowance and entitlement are set forth in *Joint Travel Regulations*, Chapter 9.

• **ADVANCE PAY**—Shipboard personnel with dependents can now draw up to three months' pay if their ship makes a duly authorized change of home yard or home port.

Applications for the advance pay can be submitted at any time after the ship has received official notice of the change of home yard or home port but must be done not later than 30 days after the change has taken place.

Men with less than six months' obligated service are not eligible for this new pay feature.

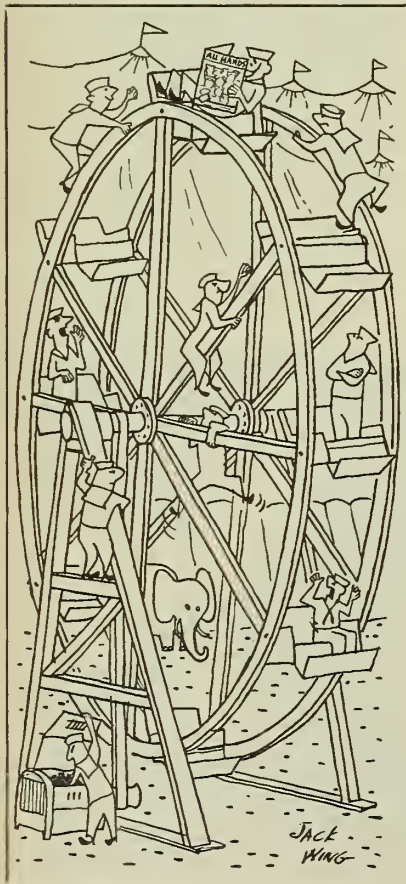
The total that a man can draw will be determined by his basic pay, minus any deductions for tax, allotments or indebtedness resulting from a previous advance pay.

Authority for payment may be found in Alnav 48. Paragraph 044285 of the *Navy Comptroller's Manual* describes the procedures.

• **MEDICAL CARE CHANGES** — Drugs and medical stores, standard and non-standard, which are carried in stock may now be issued on prescriptions of either your military or civilian doctor for use by you, your dependents or widow. Approval of the commanding officer, medical officer or duly authorized representative of the medical facility filling the prescription is necessary for prescriptions written by a civilian physician.

However, only reasonable quantities of drugs and medical stores may be dispensed under this authority, and all commands will guard against abuses of this privilege.

In addition, X-ray, laboratory, physical therapy and other ambulatory, diagnostic or therapeutic measures for dependents which are requested by your civilian physician may be provided, subject to the approval of your CO or department heads designated by him.



PASS THIS COPY ON—Don't be a big wheel—Just make sure this copy gets all the way around to ten men.

• **SLEEVE MARKS**—Fleet trial of a proposed new "Ship-name sleeve mark" will get underway sometime in October 1955 on various ships representing all major type commands.

The new sleeve mark will show "USS Ship-name" in embroidered white letters on a blue back ground.



Sample shows position

It will be curved slightly to fit the shoulder and will be worn centered on the right sleeve of both dress blue and white pumpers, just below the sleeve seam.

During the testing period the ship sleeve marks will be issued to each of the first

six pay grades in the crews of the selected ships for wear on the dress blue jumpers and liberty whites. Following the testing period a special sheet will be filled out by each man taking part in the trial. If the results prove favorable there is a possibility that these marks, giving the ship name, will be adopted Navy-wide.

The new ship name mark was designed after a flood of letters and requests from Navymen as well as official comments from Fleet commands, requesting a return to the practice of putting the ship's name on the flat hat, or some similar identification. The letters stressed the fact that pride in the unit would be increased if some method of identification with the unit was included in the uniform.

After much research on the subject, the method now being tested was suggested. Officials felt that it was superior to the other method in as much as it could be used on both the blue and white uniforms, and not restricted to the flat hat, which is not frequently worn.

The placing of the ship's name on the flat hat band went out of use during the early days of World War II when it was decided that for security factors it would be much better if the location of the various ships wasn't announced in such a pronounced manner.

While the final approval or disapproval of the sleeve marks will be made by the Secretary of the Navy, with the advice of the Permanent Uniform Board, the men who will

be wearing the sleeve marks will have a great deal to say concerning the possibility of acceptance, for it will be their reaction that guides the Uniform Board in making its recommendation to SecNav.

Ships taking part in the testing are, USS *Rogers* (DDR 876), USS *Wasp* (CVA 18), USS *Kernit Roosevelt* (ARG 16), USS *Stark County* (LST 1134), USS *Tang* (SS 563), USS *O'Bannon* (DDE 450), USS *Lake Champlain* (CVA 39) or USS *Ticonderoga* (CVA 14), USS *Harder* (SS 568), USS *Rival* (MSO 468), USS *Mississippi* (AG 128), USS *Miller* (DD 535), USS *Fremont* (APA 44), USS *Vulcan* (AR 5) and USS *Boston* (CAG 1).

• **EXTENDED LIBERTY**—The Navy has approved 96-hour liberties for personnel in "isolated areas," provided two of the liberty days fall on Saturday and Sunday. To date the Chief of Naval Personnel has designated two commands as "isolated," Naval Ammunition Depot, Hawthorne, Me., and Naval Radio Station, Winter Harbor, Me.

Six Marine Corps commands at Cherry Point and Camp Lejeune, N. C., have already been authorized to grant extended liberty to their personnel once a month.

• **TRAILER TRAVEL** — Navymen headed for Alaska with trailers are advised by the Royal Canadian Mounted Police that the type of vehicles allowed to pull house trailers on the Northwest Highway system is restricted.

Because of the steep hills and frequently icy conditions of the road there have been many instances of accidents caused by trailers and the towing automobiles.

Under present regulations, any house trailer 20 feet or longer must be pulled by either a four-wheel drive jeep, a truck of at least one-ton rating or a vehicle of similar power.

• **PICKED FOR USN**—A total of 1449 Naval Reserve and temporary officers have been selected for transfer to the Regular Navy under the Augmentation Program.

Of those selected, 1032 were in the line category, while 417 are officers in the various staff corps.

The selectees were chosen from the more than 4000 active and inactive duty Reservists and temporary officers who had applied for Regular Navy commissions.

QUIZ AWEIGH

This is the month that opens the school year for thousands of Navy dependents and many others throughout the country. But the Navyman is continually "at school" in that he's always learning. This is a fairly easy quiz and you should score well. Study the pictures closely and score yourself with 2.5 for three correct, 3.0 for four right answers, 3.5 for five correct and 4.0 for getting all six.



1. This insignia is worn by an enlisted man qualified as a: (a) boatswain's mate (b) Assault Boat Coxswain (c) Admiral's Barge Coxswain.

2. This distinguishing mark is worn (a) on the left sleeve between the wrist and the elbow (b) on the left breast (c) on the right sleeve between the shoulder and elbow.



3. You shouldn't miss identification of this aircraft. The distinctive "T" shaped tail should tell you that it is a (a) JRM-1 Mars (b) P5M-2 Marlin (c) PBY Catalina.

4. This seaplane is used primarily for (a) transportation of personnel and cargo (b) long-range photo reconnaissance (c) anti-submarine patrol.



5. You should readily recognize what type ship this is. It is an (a) LSD (b) LST (c) LSM.

6. Before May of this year, these ships were known only by their hull numbers. Now, they will be named after (a) mountains (b) towns with populations of less than 10,000 (c) counties.

Answers to this quiz are on page 52.

A Day in the Life of a Flying AD

THINK YOU HAVE it tough? Consider then, the week's routine a certain AD1 we know.

He left Norfolk with an RAD transport and delivered it to Pensacola. Then, he made a test hop in an HUP helicopter and the following day he delivered it to Jacksonville.

An SNB was picked up there and taken back to Pensacola. The third day he tested an F6F fighter and flew

AWAY WE GO. G. R. Goetz, ADC, (AP), usN, leaves for mission that will take him around the entire country.

it as far as El Paso, Texas, where nightfall caught him and he was forced to set down because of the restriction that no single engine aircraft may be ferried at night.

The fourth day our aviation machinist's mate (an aviation pilot) proceeded to Litchfield, Ariz., where delivery was made. Stuck there without a further assignment he obtained a ride aboard a MATS flight to San Diego. The following day he checked out in a trainer, a T-28, and flew it to El Paso where he again spent the night. Back in the air once more on the sixth day with the T-28, the pilot delivered it to Pensacola and made a test hop that afternoon in another F6F *Hellcat* marked for delivery at Norfolk. The seventh and final day he returned to Norfolk and pulled two days' liberty before going out again.

For most pilots, a checkout in six or eight different types of aircraft is about average. But that isn't the case for our friend and other members of Transport Squadron 31, based at NAS, Norfolk.

The pilots of VR-31 are qualified to fly, as an average per man, 15 planes. Obviously, they put in plenty of flight time fulfilling the squadron's mission of ferrying aircraft within the continental limits of the United States.

From the roster of pilots in the squadron comes a combination that can and does fly almost every type of plane used by the Navy today, whether it be the latest jet off the assembly line, a helicopter or a basic trainer. However, the squadron does not ferry any four-engine transports of the R5D and R6D variety. Squadrons using these types of planes ferry their own aircraft.

There are currently 64 pilots assigned to VR-31. Forty-five are officers and 19 are enlisted men who have been designated aviation pilots. Three of these are first class petty officers, the balance are chiefs.

An all-enlisted crew from the squadron set a record a year ago when it ferried a P5M-1 *Marlin* seaplane from the manufacturer in Baltimore to San Diego. It was the first non-stop coast-to-coast flight for a P5M. The pilot and co-pilot were both aviation machinist's mates first class (aviation pilots).

A chief aviation machinist's mate

(aviation pilot) is tied with a lieutenant for the squadron's record for being qualified in the largest number of Navy aircraft. They both are qualified in 29. A chief aviation electrician's mate (aviation pilot) has the highest total of flight-time hours in the squadron—7710.2 to date.

During the past year VR-31 averaged 2632.9 flying hours per month and flew an average of 501,506 miles a month, comparable to 20 trips around the world. During the same period of time an average of 218 deliveries was made each month.

Pilots and crew members receive no special Navy schooling before their assignment to the squadron. After reporting aboard they attend short courses on new types of aircraft which they will be flying.

These courses are conducted within the squadron as a part of its training program in order to check out pilots who are inexperienced on certain types of aircraft. Fellow pilots who are acquainted with the planes serve as instructors.

Training for new models is conducted by the factories well in advance of the time for a new plane to be delivered. For modifications of models, no formal schooling is necessary. Ferry pilots carefully read through company manuals on the plane's changes and then are checked out by the factory pilots.

When planes are ready to be ferried from a factory to a specific squadron, from a squadron to some overhaul and repair department, or any other destination, VR-31 is notified. As they become available, pilots and their crews are then assigned for ferrying operations.

Requests are placed on a priority basis according to the urgency involved for transporting various types of aircraft from one point to another. Certain types may be in great demand and therefore receive a high priority for transfer. Others may be going for routine overhaul and are ferried when time permits.

VR-31 works in close conjunction with VR-32, a ferry squadron based at San Diego. Both squadrons are under Fleet Logistics Air Wing, Atlantic Continental. Thus, VR-32 has the unique distinction of being the only West Coast squadron under an Atlantic command.

It is almost routine for a ferry



crew of VR-31 to wind up a flight at San Diego and find itself awaiting orders back to the East Coast which are issued by VR-32. The same procedure is followed for VR-32 crews arriving at Norfolk.

A line of demarcation has been established to divide the U. S. into east and west continental districts. It is the 96th meridian which bisects the country just west of the Mississippi River. VR-31 has the responsibility for ferry assignments in the eastern district and VR-32 in the western.

Predetermined ferry routes are followed as much as possible between pickups and deliveries. Those routes are designated by higher naval authorities and run along major airways for additional flight safety. Emergency fields and radio aids are available on all major airways.

A pilot, or pilot and crew, often make delivery of one plane; immediately test hop another—and if it is ready for ferrying — accept and board it for further ferry operations.

If no re-ferry is available after a delivery the pilots must rely on government transportation. If there is no government transportation available to them within 24 hours, they are permitted to use commercial air or rail transportation to return to home base. However, such a situation is rare, for ferry pilots and crews have plenty of planes to deliver.

Often, several VR-31 plane crews will become concentrated at a certain station as a result of flying a number of planes from one point to another. When this occurs, the squadron has two R4D transports and one JRB which they use to fly to the place where the crews are stranded.

The plane picks them up and re-

turns them to Norfolk or other station for further ferry assignments. It may also transport pilots and crews from here to a point where several planes are ready for ferrying.

The average time for pilots and crews to be away on a series of ferrying trips is about five days. During this time they usually cross the U. S. twice. Upon return they receive two days off from the grind, provided the work load is low.

Pilots and crewmen are always on the go. They must be ready to leave at a moment's notice. Because of this, all flight personnel keep an ample supply of clean clothes and traveling articles always on hand.

It's a continuing night-and-day process when multi-engine aircraft are being ferried. Such planes are flown at night under controlled conditions.

All ferry flights with single-engine aircraft must be performed during daylight hours under visual flight (good weather) rules.

What about the time spent away from home by personnel of VR-31? The pilots and crewmen don't mind it much at all. Most of them enjoy the "on-the-go" type of duty because of their keen desire for flying. They consider their billets choice ones.

Because approximately 75-80 per cent of the time is spent away from the home station, the squadron is classed as sea duty.

The job of VR-31—and her sister squadron VR-32 on the West Coast —is a big one. The efficiency of operations and close cooperation between those two squadrons save tremendous sums in transporting aircraft and assure efficient, safe deliveries within the United States.

ROAD LIAISON OFFICER as well as pilot for VR-31, LCDR G. H. Whisler, USN, attempts to work out some air traffic problems during stop-over on ferry flight.



AIR TRANSPORT SQUADRON THIRTY-ONE
U. S. Naval Air Station
Norfolk 11, Virginia

NAME **HUNT, G. M.** **XXXX** RATE **AD1/AP**

* certify that the above named pilot has qualified, under the provisions of the aircraft certified on the reverse

Model	Date Last Qualified	Certifying Officer	Model	Date Last Qualified	Certifying Officer
R4D-9	6-8-55	EX	TV-2	9-54	EX
R4Q-1	1-54	EX	F9F	3-55	EX
P2V-5	7-54	EX	FJ	3-55	EX
PBY-5A	7-52	EX	F2H	6-54	EX
F7F	5-52	EX	F8F	5-54	EX
SNB/JRB	3-55	EX	HTK	10-53	EX
AD	12-54	EX	HTL	10-53	EX
AF	3-54	EX	HUP	7-54	EX
UF	1-55	EX	HO4S	2-54	EX
SZF	7-54	EX	F4U/FG/AU	7-54	EX

Model	Date Last Qualified	Certifying Officer	Model	Date Last Qualified	Certifying Officer
F6F	7-53	EX			
TBM	6-54	EX			
SNJ	7-53	EX			

NAVY—DPPD SNO Norva

VR-31 PILOTS are each qualified to fly 15 or more types of planes. Below: Types of aircraft flown by VR 31.



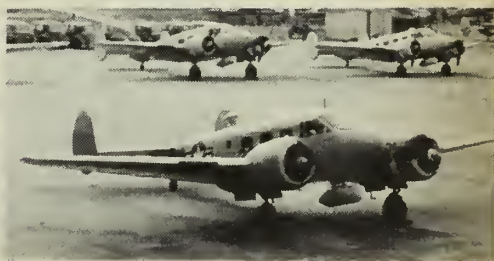
P2V-5 Neptune



F9F Panther



F6F Hellcat



SNB-3

Below: HUP Retriever



They Get Ships out of Tight Spots

IT WAS JUST a few minutes before midnight in the East China Sea. *ss, San Mateo Victory*, a government ship operated by a civilian shipping company had driven herself head-on onto the beach on the north coast of Cheju-Do, an island south of Korea. Since she was carrying no cargo, making more than 17 knots and had struck the beach within minutes of the highest spring tide, she did a thorough job of grounding.

When salvage personnel from ComServRon THREE looked the situation over, they discovered that the vessel had come to rest with approximately two-fifths of her hull completely out of water and hard aground, resting on numerous lava rock pinnacles for nearly her entire length. The bottom shell plating was holed and ripped in numerous places

forward of the engineroom but the inner bottoms were intact except for a few minor holes which could be patched. However, the ship rested on a fairly even keel.

It took the men of the salvage vessels *uss Safeguard* (ARS 25) and *Grasp* (ARS 24) and the fleet tug *uss Takelma* (ATF 113) just a month to get the 8000-ton *San Mateo* off the rocks of the island's shore.

First, it was necessary to demolish the rocky pinnacles on which the ship rested. Beaching gear was fanned out from *San Mateo* to maintain control of the stranded vessel while a tow cable was run out from *Grasp*. Sailors used sledge hammers and pneumatic drills to cut away the stubborn rock, while Navy divers planted dynamite in the underwater

coral. Crews from the salvage ships worked nearly around the clock during the entire time, stopping only when heavy seas, squalls or high tides kept them from work.

A wooden launching platform was built under the bow during the low tides and, to reduce pressures under the bow, as much water ballast as possible was pumped aft. The platform was greased as much as the groundways are greased for a launching.

The salvage vessels were now ready for the big test. During high tide at 0036 *San Mateo*, with a full strain on eight sets of beach gear, plus the pull on tow lines from the two ARSs and one ATF, commenced moving seaward. The ship moved approximately 75 feet before again coming to rest. The following night at 0023, the ship was pulled free. Within 2½ months after going on the beach, she was back in service.

This salvage job occurred back in the Spring of 1954. It is typical of one of the important but little known services provided by your Navy.

Here's another example. A year earlier, in January 1953, the Swedish motor tanker *Avanti*, loaded with a full cargo of petroleum products, broke in two while proceeding in extremely heavy weather off the southern coast of Japan. Both sections drifted helplessly in the water until assistance could arrive. All ships in the area were diverted immediately to the vicinity of *Avanti* to provide assistance and attempt to rescue the men still aboard the stern section where all hands had been located before the ship's hull broke in two.

uss Tawasa (ATF 92) was immediately dispatched from southern Japan to assist as necessary. Upon arrival of *Tawasa* at the scene, the stern section of the ship was found abandoned and adrift in very heavy weather. The crew had abandoned the vessel and were later rescued by another ship in the area. It was too rough to go alongside, so men from *Tawasa* were landed on what remained of *Avanti* by drifting down to the stern section in a rubber life raft. Once aboard, they made fast *Tawasa's* tow cable, and the ATF then proceeded to tow the loaded stern section to Japan where it was

SALVAGE CREWS OF ComServPac blasted, patched and tugged for a month to get SS *San Mateo Victory* off beach at Cheju Do, where she ran aground.



turned over to the owners. The bow section of the ship was never found and is presumed to have sunk.

These two incidents demonstrate one of the responsibilities of the dungaree Navy—ship salvage. It is a service assigned by Congress. Public Law 513 (80th Congress) authorized the Secretary of the Navy to provide salvage facilities for public and private shipping. It also authorized SecNav to settle any claim for salvage services rendered by the Navy to ships other than those of the Navy.

This happens to be an account of salvage operations in the Pacific Ocean Area since World War II, but the same conditions are true wherever the Navy is to be found. Whenever anyone is in trouble, the Navy does what it can to help.

In each of the command areas of the Pacific, the primary salvage responsibility is the protection of the United States Pacific Fleet with a secondary responsibility to provide salvage protection for U. S. commercial shipping and shipping of friendly foreign powers in areas where private or non-military salvage assistance is not available.

The actual salvage is done by ships of two basic types, the ARS (Salvage Vessel) such as *Safeguard* and *Grasp*, and the ATF (Fleet Ocean Tug) such as *Takelma* and *Tawasa*.

Both types are capable of operating at sea in any weather and of rendering salvage assistance to ships in distress. The ARS is a twin screw vessel which feature increases its maneuverability in restricted and shallow waters. The ATF has a single large propeller for maximum towing power. The ARS is outfitted for extensive salvage work over long periods of time.

Special salvage gear includes six sets of beach gear (each capable of exerting a 40- to 60-ton strain on a stranded ship), deep sea and shallow water diving gear, standard and underwater welding and burning equipment, portable heavy duty salvage pumps and air compressors. An ARS would normally be sent to assist in cases of strandings, which usually require greater assistance before the towing phase of a salvage operation than do other types of salvage.

The ATF is normally used in those salvage missions in which the principal requirement is towing power, as for example, when a ship has lost



HULL DAMAGE MUST BE REPAIRED and obstacles removed by divers. Below: *USS Zuni* (ATF 95) brings in torpedoed *USS Reno* (CL 96) in WWII salvage.

power or steering ability in the open sea.

Since the beginning of hostilities in Korea in 1950, the U. S. Pacific Fleet and allied navies have for the most part concentrated their activities in Japanese and Korean waters. In turn, the tempo of commercial shipping in these waters and between continental United States and the Japanese-Korean area has been abnormally high. It has been necessary for the U. S. Navy to furnish salvage protection for all this shipping, as commercial salvage operators have shown an understandable reluctance to operate in these areas.

Salvage work usually falls into three categories: Off-shore salvage; harbor clearance; and rescue on the high seas. Off-shore salvage consists of rendering assistance to vessels which, like *San Mateo Victory*, are grounded where they are exposed to the wind and sea. Prompt action is necessary to prevent the vessel from breaking up.

Harbor clearance, or inshore salvage, consists of removal of wrecks in harbors, channels, and rivers, which normally are not exposed to the elements and immediate action—other than that required to permit harbor traffic flow—is not essential to effect salvage of disabled ships.





PATCHING IT UP. Navy welders with salvage crews mend the rips and tears so damaged vessels can be towed in.

Salvage on the high seas consists of providing assistance to vessels in distress due to loss of power, fire, loss of rudder control, taking on water, breaking up, or any combination of these causes.

During and after the Korean conflict, the greatest demand upon the salvage forces has been in providing assistance to ships which have stranded in exposed locations "off-shore salvage."

Twenty-seven vessels of various types were stranded in the Pacific Ocean area between November 1951 and January 1955.

Although off-shore salvage work, with its saving of lives, ships, and cargoes, is frequently spectacular, this is only the more flashy type of work. The routine work includes search and recovery of lost anchors and chains, and of aircraft wreckage, removal of wire and manila in fouled

screws, recovery of unexploded ordnance, underwater hull examinations and conducting schools for qualification and re-qualification of divers. Although the ARS has a primary mission of salvage, it can also make heavy and sustained tows. ARS have been used on towing jobs to supplement the ATFs when needed.

The total cost for operating all ARSs and ATFs in the Pacific Fleet is \$16,800,000 yearly. From November 1951 until January 1955, 31 ships with a total light tonnage of 125,000,000 tons and an estimated total cost of \$140,000,000 to replace were saved from exposed beaches in the Pacific Ocean area.

Since the operating cost of all ARSs and ATFs over this three-year period amounted to only 51 million dollars, these ships have more than earned their keep, not to mention the lives saved. This estimate does not take into account the value of the towing services performed by these vessels when not engaged in salvage work.

Although rescue at sea, strandings, and other similar situations are often spectacular and sometimes receive wide publicity for the ships involved, most of the work of ARSs and ATFs consists of the more routine, less spectacular type, that is, towing. ComServPac's service to the Fleet and other commands has resulted in full employment of all ARS-ATF ships when not otherwise employed in salvage, rescue or related work. The long, tedious tows in which heavy floating equipment and ships are towed over the far reaches of the Pacific during all kinds of weather is a tough, exacting job.

A keen appreciation of the weather by the commanding officer of the towing vessel and his years of experience in seamanship pay off when on a tow job.

The Pacific Fleet ARSs and ATFs made a total of 143 tows between 1 Jul 1953 and 31 Dec 1954, with a total of 243,000 miles steamed. This is an average of eight 1700-mile tows per month for the ocean going tugs.

It might be mentioned that nearly all commanding officers of these vessels are ex-enlisted men who have, through demonstrated ability, been given command of ships whose importance to the Fleet has been clearly demonstrated in time of peace as well as war.



SALVAGE IS DONE primarily by two basic ships such as *USS Safeguard* (ARS 25) and *USS Tawasa* (ATF 92) towing stern of Swedish tanker *SS Avanti*.





PERRY brings letters from President to Emperor. Below: The real Perry and Japanese in ancient warrior's outfit.

Black Ship Festival

THE BLACK SHIPS of the past have returned to the shores of Yokosuka, Japan, and once again Commodore Perry is greeted by the people as he was 102 years ago.

This is the 1955 Black Ship Festival, a celebration in commemoration of the arrival of Perry's fleet in 1853. U.S. Navymen and citizens of Yokosuka donned costumes of that day and reenacted the historic event.

The week's activities included a parade through the city with colorful floats depicting highlights in Yokosuka's history, and the Naval Station band and Marine drum and bugle corps. The Japanese dressed in the colorful costumes of the past and Miss Fleet Activities and Miss Yokosuka added to the beauty of the event.

The festival's name is derived from the Japanese description of Perry's four vessels. When they first saw the dark silhouettes of the ships anchored in Tokyo Bay, they referred to them as "Black Ships."



WHITEHATS PUT ON straw hats, enact role of Perry's honor guard. Right: Japanese official pageant greets Perry.



It Pays to Play at This Navy School

IF YOU'RE AT ANY ONE of the many places on ship or shore where an ensemble of Navy music men are hitting the down beat and suddenly the familiar strains of "Happy Birthday" break forth, there is a good chance they are playing it for themselves, or at least the U.S. Naval School of Music which is celebrating its twentieth anniversary.

Today, the Navy musician is familiar the world over. The lyre insignie that points out his musical specialty has won respect from military and civilians alike through many fine performances. In fact, when the men in blue strike up the band it is an accepted fact that nothing but the best in music is forthcoming.

However, this was not always so, in spite of the fact that music has played an important part in the life of the U.S. bluejacket since the days of old sea chanteys, hornpipes, and fo'c'sle songs. Until the present music school's founding there had been much to be desired in Navy music.

It is impossible to say just when the custom started of encouraging the crews of our warships to organize bands. The record does show that as early as 1820 there was an amateur band on board the American sloop-of-war *Cyane*. Prior to this however, the pages of history point out the strong desire of our sailors for music at sea. In fact, the first real band in the U. S. Navy was deliberately stolen.

This happened in 1802 when the 28-gun corvette *uss Boston* pulled into the port of Messina, Sicily. A band was sent on board to play for the ship's crew. The musicians so pleased the captain and his crew that they upped anchor and sailed back to America with their prize. Of course this method of obtaining a ship's band was not condoned and the Sicilians were promptly returned.

The second band to be logged on-to the pages of a naval vessel was obtained in an equally unusual manner and this time it was legal. This band

was taken as a prize of war when the frigate *uss United States* captured the British ship, *Macedonia*, in 1812. Thirteen years later *uss Constitution*, better known as "Old Ironsides," is reported to have shipped a band of 20 pieces.

An early forerunner of the present day music school was established in 1902 at Portsmouth, Va. This was the first military service school for training musicians. It operated on an intermittent basis until World War I.

During World War I another music school started at Naval Operating Base, Norfolk, Va. This school graduated hundreds of nautical music makers during the war period when patriotic songs and parades were at a high.

John Philip Sousa, then a Lieutenant Commander in the Naval Reserve, contributed much to Navy music during this period by establishing a receiving station for musicians at Great Lakes Training Center and organizing suitable candi-



dates into bands to be transferred throughout the Navy.

However, after the war, interest dropped and Navy bands began to disappear as quickly as they had been formed.

The shortage of musicians for our bluejackets again became acute. Another school was established at Norfolk with courses ranging from six months to one year. Although this was an excellent school, financial limitations kept the student quota so low that the output was a "drop in the sea." Two other schools were also established at Newport, R. I., and San Diego, Calif., but these closed their doors in 1933.

Meanwhile, the U. S. Navy Band, which became official in 1925 by an act of Congress, had been supplying the demand for Navy music in the area around the nation's capitol where the band had its headquarters.

To solve the problem of keeping the music playing at sea, Fleet Admiral William Leahy, who was Chief of the Bureau of Navigation at the time, established the Navy School of Music in June 1935. An old building in the Washington Navy Yard (now the Naval Gun Factory) was made available and the band training program started with 84 students.

Today, there are more than 2000 trained sailor musicians whose Navy job is that of making music.

These bluejackets with musical proficiency and versatility are produced at the Washington school (part of The Advanced Training Service Schools), after proving their musical aptitude by auditioning at a Musician Examining Center. Here they are earmarked for a musical education and are sent to Washington after completing boot training. (Detailed information concerning enlisted personnel applying for the school may be found in the July issue of ALL HANDS p. 55.)

The school contains 40 sound-proofed practice rooms, numerous classrooms, and two large auditoriums. One of the auditoriums serves as a recording and broadcasting studio, a motion picture theater, and a concert hall. A recording laboratory is available where students can check their playing on individual recordings. Libraries hold more than 6000 records, classical and modern, and 3500 books and 500 musical scores. The instrument department is stocked with the best in brass, woodwinds and percussion.



NAVY UNIT BANDS take music to sailors at sea as well as to those at shore bases. Below: Impromptu combo of students rock and roll their home work.

A navy Musician, after completing the school, is well rounded in his training. Not only is he adept in playing Bach or boogie but he can "rock and roll," play tango, rumba, mambo, or give out with a stirring Sousa march.

As graduation nears, the music makers are organized into unit bands for assignments on board ship or at overseas bases or shore stations. Some might go as individuals to relieve a white hat about to be reassigned to sea or shore duty.

Wherever it goes, the Navy unit band will be playing for all its worth, providing good music and good will.



PHILADELPHIA NAVY YARD band, one of the few in existence in early 1900s, sits for photo. Forerunner of present school was at Portsmouth, Va., in 1902.





WALKING ON AIR an intramural basketball player goes up for the basket at the New London Sub Base.



'LITTLE CHAMP' track men cover a lot of ground in Navy. Below: Even judo is enjoyed in intramurals sports.



INTRAMURAL WINS mean bonus point for recruit companies at San Diego.

Little Teams Make a Big

YOU'VE READ MANY times about the feats of the All-Navy champions, the Inter-Service champions, and other big name athletes—men and teams who represent the cream of the Navy's athletic talent. They're the best of the best.

Behind these champions, however, are a lot of little champions—little only in the sense that their titles represent smaller areas of competition. But these titles are just as big and hard to get as any other worthwhile championship. In fact, it's probably harder to gain an intramural sports title than many others since the participants do not devote a majority of their time to training and practice in the sport.

These "little" champions are winners of sports championships in Navy intramural athletics. The intramural sports program, and its resulting championships, are the core of Navy's athletic and physical fitness program. On this level, where competition is for the average sailor-athlete, begins a good varsity program.

You'll find it true in most instances that a ship or station with an outstanding varsity squad will also have an excellent intramural program. On the other hand, there are many activities that do not sponsor station varsity teams, but still have an outstanding athletic program for all hands.

Like anything else, the first team will be only as good as its reserves. The only reason the big apples are on top of the barrel is because there are a bunch of little apples holding them up there. In baseball parlance, you could say that the intramurals are the farm system for the varsity.

But the big item in intramural

sports is that this program gives every Navyman an opportunity for recreation and physical exercise on his own level of competition. If your station has a good varsity, it's an added incentive to a man playing the sport on the intramural level to improve and possibly make the station team.

In many cases the station team or varsity, is formed from the outstanding members of the intramural league. A good example of this is the New London, Conn., Submarine Base softball team.

Sports at Subase

At the end of the season, players from the 62 teams in the Subase intramural leagues are nominated for the Ashore and Afloat teams. These two teams compete in the Submarine Force, Atlantic, and Atlantic Fleet tournaments. It's interesting to note that for the past two seasons, the Ashore team, consisting of intramural stars, has won both the Submarine Force and U.S. Atlantic Fleet softball championships.

Softball is the largest single intramural sport played by the Submarine Base and Forces Afloat personnel. The two Ashore leagues are made up from personnel of the base departments and activities and the three Afloat leagues take in personnel from the submarines, rescue vessels and the submarine tender USS *Fulton* (AS 11).

Each team plays two games against every opponent in the league. There are 54 games a week scheduled on six diamonds from April through July. Officials for these games are also base personnel. These men are trained before the season opens and are affiliated with the Amateur Softball Association.



WRESTLING AND VOLLEYBALL are popular sports at the intramural level.



Hit on Ships and Stations

The Subase softball leagues are sanctioned by the ASA and are considered a "county league" in itself. Therefore, the league is eligible to send a team to the Connecticut State Tournament. A Subase intramural team could possibly end up in the Word Softball Tourney, if it could win the state and regional championships.

Basketball competition at the New London Subase involves some six per cent of all Base and float personnel. Each of the 36 teams plays two games a week. At the end of the season, a double elimination tourney is held between the winner and runner-up from each of the four leagues. Winner of this tourney is declared the New London champion.

Bowling is another major sport at the Submarine Base. Some 44 teams, totaling 352 participants, competed in four leagues last year. Five of these intramural bowlers won places on the Atlantic Fleet Submarine Force team which competed in the Fleet bowling matches.

One of the Subase intramural keggers, Joseph Makowski, CS3(SS), USN, was later selected to the All-Navy bowling team that won the 1955 Inter-Service championship.

NTC Has 252 Teams

Another station that has a tremendous intramural program underway, and also produces its share of All-Navy champions is the Naval Training Center at Bainbridge, Md. There's never a slack period in this station's sport scene, with six team sports and eight individual sports being conducted.

Last year at Bainbridge, 252 teams played over 1600 games in the touch football, basketball, bowling, volleyball, rifle and softball

leagues. Including the participants in the individual competition in badminton, track and field, table tennis, horseshoes, women's table tennis, swimming, tennis and golf, approximately 3500 Bainbridge men—and women—participated in intramural sports.

The above figures apply only to ship's company personnel. The Recruit Training Command conducts a similar program exclusively for recruits on regimental and brigade levels of competition.

The NTC Bainbridge organization consists of four subordinate commands. Leagues and tournaments are conducted in all sports on an individual command level with each command's champions competing in the center tournaments for the NTC titles. Teams are formed by divisions, departments and school classes.

Awards to the teams and individuals who are command and NTC champions are presented at captain's inspection. A perpetual cup, established by the center commander, is awarded each year to the school, department or division that has amassed the greatest number of points awarded for athletic accomplishment during the athletic calendar year which runs from 1 September to 31 August.

Intramural sports at Bainbridge, as at all other stations, is run on a voluntary basis. They are organized to provide all personnel with an opportunity to participate in some form of supervised competitive sport. The wide variety of sports offered gives everyone a chance to play, no matter what his level of ability may be.

Another item that aids the Bain-

bridge sports program is good officiating. Special Services sponsors officials' clinics to train NTC personnel in the rules and conduct of the game. These officials are qualified through comprehensive written and practical exams. Like the athletes, the officials attend these clinics and officiate at games after the end of the working day.

As another example of the intramural sports programs take a typical west coast Navy center:

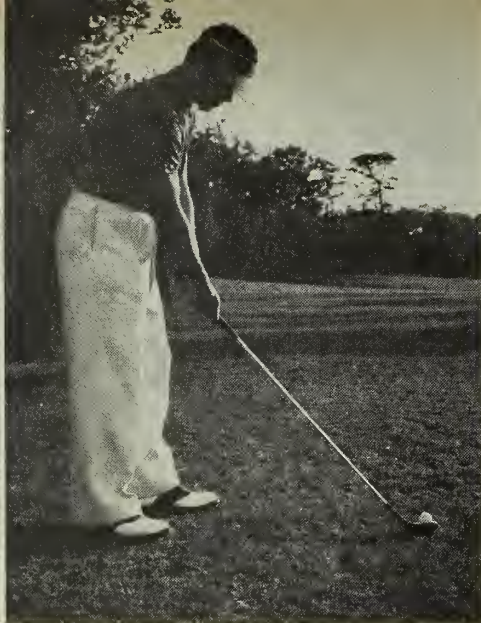
• **NTC San Diego.** At the Navy's west coast training center, despite the many outside attractions of the Southern California playland, intramural sports are among the most active in the Navy.

The program at NTC San Diego is divided between the Administrative Command, Service School Command and the Recruit Training Command. The recruit intramural program, run exclusively for the trainees, follows a definite pattern, with some 3500 recruits participating each week. Highlight of recruit sports are the whaleboat races held every Saturday in the boat channel.

During the past year, 360 men from the Administrative and Service Schools Commands played basketball in three leagues. In softball, there were two leagues of eight teams each. Each team had 15 members and played seven league games.

Other team competition included six-man touch football, bowling and golf. An intramural bowling tournament was also held this year with eight five-man teams, 23 doubles teams and 52 singles entries participating.

The NTC intramural Golf Championship Tournament is also held every year with some 60 golfers en-



TENNIS AND GOLF like other sports at the lower level often develop a talent that moves a man up through competition to become a member of the varsity.



BOXING IS ENJOYED BY NAVYMEN at all levels of competition. Below: Blue-jackets get 'on the ball' during tournament at Little Creek Amphib base.



tered. Other individual tournaments held at San Diego are in table tennis, handball, badminton, tennis, volleyball and wrestling.

Here is a quick cross-section view of the intramural sports programs conducted at two overseas bases and an Atlantic amphibious base. They are typical of the programs sponsored by other stations overseas and in the continental U.S.

• **Naval Station, Kwajalein.** The intramural sports program at this station has grown in interest and participation since the addition of lights for night softball, a touch football field, additional softball diamonds and volleyball courts. The most popular sport is softball with some 65 per cent of the station personnel playing. This year, three leagues were formed with games scheduled from May to the end of November.

Basketball is another popular sport, with 40 per cent of the station personnel playing in the leagues. Bowling is also gaining in popularity, with two handicap leagues now in operation. Teams in the two leagues consist of military personnel and their dependents.

Other sports that provide all hands on Kwaj a chance to use their spare time are swimming, diving, boxing, gymnastics, wrestling, pool and billiards. A touch football league will be organized this fall.

Last Christmas, a successful sports series was undertaken by Kwajalein with personnel from the neighboring island, Eniwetok. Teams from both islands played a home and home series in softball, volleyball, swimming, boxing and basketball. Competition was keen with both islands trying for the first "All Marshall Island Sports Championship." Eniwetok finally emerged the champions, claiming victories in basketball, volleyball and boxing while the Kwaj athletes won the softball and swimming contests.

• **Submarine Base Pearl Harbor.** Renowned throughout the Fleet for the varsity teams it supports, the Pearl Harbor Submarine Base is also active in promoting the intramural sports program. The 14 sports in the program are volleyball, table tennis, softball, badminton, tennis, golf (both match and medal play), swimming, bowling, horseshoe, pistol, touch football, basketball and skeet tournament.

Six teams played in the volleyball



INTRAMURAL SWIMMING competition is not only a cooling sport but it develops skills and survival techniques.

tourney, about 35 players were in the table tennis tourney and 20 teams played in the two Subase softball leagues. Bowling showed 19 teams in competition, while in the other leagues, there were 14 teams in touch football, 19 teams in basketball, 30 players in the tennis tournament and 30 men signed up for the judo classes.

To increase the interest and competition in the program, the Subase skipper established a "Captain's Trophy." This perpetual trophy is awarded to the activity on the Submarine Base which earns the most points in intramural sports. Points are awarded for number of participants each unit enters in the various sports and for the final standing of the team or individual.

Another award which should increase interest in the intramural program is the "Sportsman of the Year" trophy.

This award was established by Captain M. E. Garrison, USN, Subase Co. A committee of two officers and five enlisted men was appointed to select the outstanding sportman in the Submarine Base Intramural Sports program.

• **Amphibious Base, Little Creek, Va.** The Amphibious Base at Little Creek is noted throughout the "Gator Navy" for its intramural sports facilities. These include two bowling alleys with 16 lanes, 16 softball and baseball diamonds, six football fields, two regulation basketball courts, eight tennis courts, six volleyball courts, a nine-hole golf course, a swimming pool and two swimming beaches.

The major intramural sports conducted are basketball, bowling, softball and touch football. The basketball leagues have 24 teams with 16 players on each squad. The bowling leagues number 28 teams with 10 keglers on each club. There are 20

teams in the softball leagues with 20 players on each team. In the touch football league, there are eight teams participating with 12 men on each squad.

Participation in the minor sports is on an individual basis. When interest in the sport warrants, tournaments are held in volleyball, table tennis, shuffleboard, pool, billiards, handball, badminton, swimming, tennis, golf, boxing and weight lifting.

Teams from the various departments of the Amphibious Base and from the resident commands and their subordinate units provide the competition in the various sports leagues.

Last year, Amphibious Construc-

tion Battalion Two won the titles in softball, bowling and touch football. Beach Jumper Unit two won the basketball crown.

More than 40 per cent of all personnel at the Little Creek Amphibious Base participate in one or more of the major sports on a team basis. In the individual sports, some 70 per cent of all personnel take part.

The intramural programs at these stations, picked at random, are typical of the sports activities for the "little man" at just about every shore station.

The equipment, the facilities, and the opportunity is there. All that's needed is for you to take advantage of them.

Rudy C. Garcia, JO1, USN.

LITTLE CHAMPS GET BIG trophies as souvenirs. Here, Amphibious Construction Battalion TWO lines up for photo with their hard-won bowling trophies.



SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

THE U. S. AIR FORCE has a new summer uniform for male personnel consisting of a bush jacket, long and short trousers, knee-length stockings and short-sleeve shirt—with a pith helmet optional.

The short trousers and knee-length stockings are to be worn with either the short-sleeve shirt without necktie or the bush jacket.

The long trousers are worn with either the short-sleeve shirt without necktie or the bush jacket. Or with the short-sleeve shirt with necktie and the bush jacket.

The new uniform which is tan (shade 505) may be worn at the option of the individual as soon as it becomes available through normal supply or commercial sources. It is expected to be available for sale through Air Force Exchanges this fall, for sale through Clothing Sales Stores in November and for initial issue to new enlistees July 1956.

Until 30 June 1959, either the cotton khaki or the new summer service uniform may be worn; however, items of the two uniforms will not be mixed.

Instructions governing the wearing of the new summer service uniform by Air Force personnel are contained in AFPMP 107824 dated June 1955.

A similar tropical uniform—without the pith helmet and knee-length stockings—for wear by naval personnel was first introduced by *Uniform Regulations*, 1939.

★ ★ ★

A MOBILE FIELD LABORATORY has been set up by the Army to determine the amount of radiation to which troops have been exposed while participating in atomic maneuvers. All men in the vicinity of a nuclear blast are required to wear dosimeter film badges, which measure radiation exposure.

Immediately after a blast, these badges are collected and sent to the mobile laboratory, which is operated by Signal Corps personnel, working in teams of two. One measures the strength of radiation from the film badges as indicated by a densitometer, and the other translates his findings into roentgens.



INFANTRY'S ARSENAL plus simulated atom bomb light up the sky during demonstration by Army's Infantry Center.



LONG AND SHORT of Air Force's new hot weather uniform combinations available in 1956 are demonstrated.

LOOKING FOR BAD WEATHER, scientists at Orlando Air Force Base have been anxiously scanning Florida skies, waiting for appropriate conditions under which to launch their trial balloons. They are studying electrical charges set up by thunderstorms.

The mid-Florida site was selected by the scientists for the Geophysics Research Directorate of the Cambridge Research Center because this area is the scene of frequent thunderstorms during the summer months. The balloons, which reach pre-determined altitudes ranging from 60,000 to 100,000 feet, are launched just before the full development of the thunderclouds.

Instruments taken aloft by the balloons gather information on the electrical conditions produced by the thundercloud, and also on the change of electrical field and currents caused by lightning discharges to the ground or other charged centers. The information is telemetered to ground-based receivers, where the researchers are seeking basic facts about the tremendously powerful electrical impulses that are generated. In addition, the effect of lightning discharge on the normal earth's electric field will be studied.

★ ★ ★

A MATHEMATICS CENTER which will carry on research and investigation of Army mathematical problems is being planned.

Prime objective of the center will be the creation of a high quality mathematical group, having as its goal the discovery of techniques directly applicable to Army needs.

Included in mathematical areas having Army implications are numerical analysis, engineering physics of high speed computers, statistics and probability, applied mathematics, analysis and other highly technical activities.

The organization will be set up by contract with an educational or research institution. A decision as to the location of the Center at present being studied by a committee, is expected this fall.

The staff of the new problem-solving Center will include both Army and academic scientists.

THE FIRST PRODUCTION MODEL of the F-102A—the supersonic all-weather interceptor scheduled to become an essential weapon of the Air Defense Command—has been delivered to the Air Force at Edwards AFB, Calif.

The round-the-clock jet interceptor is distinguished by a gray fuselage and delta wing, black nose and dull green in front of the canopy and on the tops of the air intakes.

The F-102A's delta wing has upswept tips and its leading edges are cambered. Wingspan is 38 feet, length is 68 feet and height 18 feet. Powered with a J-57 engine, the plane is capable of supersonic speed at stratospheric altitudes.

★ ★ ★

ATTACHMENTS FOR THE ARMY's standard 5-ton bridge truck have been developed to help in the job of unloading heavy parts of military bridges without a crane.

Slated for troop tests in the United States and Europe are a hydraulically operated boom, and an "A" frame which can be attached to the front bumper in the field.

Sixteen feet long, the boom can unload equipment from its transporter and from other trucks. It can be extended, retracted, tilted and swung through an angle of 220 degrees. It is operated by a man standing beside the driver's seat.

Control levers are mounted on the front of the swing mechanism. Hydraulic power is furnished by a pump driven by the truck's engine. Outriggers on each side behind the cab add lateral stability to the truck.

Fabricated of standard steel shapes, the "A" frame is about 20 feet long in a horizontal position and is capable of unloading equipment from other trucks. The unit can easily be disassembled and carried on the truck.

Its lifting power is supplied by the truck winch. Lockout blocks are required for the front spring to prevent excessive deflection.

Two "U" bolts are utilized on the backboard to provide "tie-downs" for the back cables. The angle of the boom can be adjusted simply with turnbuckles in the back cables.

The attachments are capable of placing deck panels on inflated floating bridge pontoons and on fixed bridges.



ARMY SALT—One of 600 West Point Cadets on sea training exercises learns Navy signaling in USS Valley Forge.



AIR FORCE F-102A all-weather, day-or-night jet interceptor shows off its delta wings in first flight photograph.

C123B ASSAULT TRANSPORTS now being delivered to the Air Force have been equipped with a lift-measuring instrument that tells the pilot the best speed to fly on landing, take-off, and other low-speed flight conditions.

The device, known as a Speed Control System, consists of a small vane on the lower leading edge of the wing.

Changes in lift caused by varying loads, power settings, landing flap positions, wind gusts, acceleration and other factors are recorded by the vane.

The information is passed electrically through a lift computer to a simple instrument on the panel. To fly at the best speed, the pilot keeps the pointer at the center point of the gauge.

★ ★ ★

AN ELECTRONIC COMPUTER, Monrobot V, now undergoing engineering tests by Army's Engineer Corps at Fort Belvoir, Va., is expected to speed up the production of military maps.

Simple to operate, it will solve complicated surveying problems and reduce difficult engineering calculations.

The computer resembles a large office desk and weighs about 1500 pounds.

A built-in keyboard permits entering the problems in their algebraic form. It is equipped with punch-tape facilities for automatic operation. Results may be printed on a paper tape or punched out in the form of perforated tape. It is capable of turning out trigonometric calculations to ten-place accuracy.

LETTERS TO THE EDITOR

Messenger of the Watch

SIR: Does a messenger of the watch who is not under arms but wearing a duty belt uncover when in the wardroom or captain's cabin? — H. R. P., SN, USN.

• If a man in duty status has occasion to see an officer in the wardroom (when a meal is not in progress) or in the captain's cabin or an officer's stateroom; he remains covered if he is wearing the pistol belt or side arms. He not only remains covered but renders the salute upon first addressing or being addressed by the officer. The fact that the officer may not be wearing a cap does not alter the saluting requirement. If the officer is covered he returns the salute; if not covered, he does not return it. Instead, he acknowledges the salute with a nod or greeting.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulation regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Salutes and Sideboys

SIR: I have been unable to find any information concerning the proper rendering and receiving of honors when a dignitary is received on board ship. When does the visitor start his salute and when does he end it? He salutes the colors, but on his second salute, does he hold it until he is through the sideboys or until he steps onto the deck? How long do those present on the quarterdeck hold their salutes? When the visitor is piped alongside or away from the side, does the Officer of the Deck order "hand salute" or "attention?"—A. G. F., BM1, USN.

• The procedure for official visits may be found in Article 2151, "Navy Regulations." In answer to your specific questions, the visitor first salutes the colors on reaching the gangway. Normally, by custom, the visitor then proceeds through the sideboys and salutes the Officer of the Deck as he leaves the line of sideboys. This detail of procedure will not be found in hand books or regulations.

Those present on the quarterdeck hold the salute until the termination of the pipe. The OOD orders "Attention" when the visitor is piped alongside or away from the ship.—Ed.

Transfer to Dental Technician

SIR: I would like to know how I can change my rating from TN to DN. I have had three years' schooling in the college of dentistry and have taken correspondence courses for this rating.—F. C. M., TN, USN.

• To be eligible to change your rate to DN, you must be a graduate of the Dental Technicians School. To be eligible for this school, your GCT plus ARI must equal one hundred. You must be recommended by your commanding officer for this school and fulfill other requirements, details of which may be obtained from BuPers Instructions and "BuPers Manual." It is recommended that you see your division officer for guidance in this matter.—Ed.

Retirement for Temporary WOs

SIR: I am confused on the matter regarding the retirement privileges of warrant officers, especially temporary WOs, under present instructions.

I enlisted in the Navy in November 1935 and will complete 20 years' continuous active service in November of this year. I was appointed W-1 temporary from ATC in January 1945. After six years in this rating I was appointed W-2 temporary in January 1951. If I should decide to leave the naval service after completing 20 years, am I able to retire with the rank and pay of a W-2, or must I revert to ATC and go into the Fleet Reserve? If this is the case, what will be my retainer pay and my retired pay after 10 years in the Fleet Reserve?—R. W. S., CHRELE, USN.

• According to the Warrant Officer Act of 1954, Public Law 379, any WO may request voluntary retirement after completion of 20 years' active service. A subsection of this law implies that retirement pay may be authorized only for permanent warrant officers. However, it has been determined from Congressional hearings that all warrant officers, both permanent and temporary, are eligible for retirement pay under this provision if they otherwise qualify for retirement under Section 14 of this Act. Payments of retirement pay are issued by the Commanding Officer, U.S. Navy Finance Center, Cleveland 14, Ohio.

The retirement of all WOs is governed by BuPers Inst. 1811.1, and all requests from WOs for retirement with more than 20 years but less than 30 years of service are subject to the restrictions imposed by SecNav Inst. 1801.3.

All warrant officers approved for retirement are retired in the warrant officer grades in which they are serving at the time of retirement, unless entitled to higher rank or higher pay under other laws.—Ed.

Pre-Commissioning Duty

SIR: I began my sea duty in August 1950 and was transferred to a ship in February 1953 before the commissioning date. Due to delays the ship did not go into commission until August 1954. Will the time I had to wait count as shore duty? — J.H.F., GM1, USN.

• Yes. Under the provision of BuPers Inst. 1306.20B, 12 months or more ashore will be considered a normal tour of shore duty. Request for a waiver with full justification, however, may be forwarded by your commanding officer after he has screened your request.—Ed.

Observing Morning Colors

SIR: What time are morning colors observed if your ship is in a location where the standard time causes sunrise to occur after 0800? I have checked DNC 27, Navy Regulations and a number of course books without finding the answer. It is my opinion that colors would be held at sunrise, if the sunrise occurs after 0800, but I can't find any official publication to back me up.—W. E. L., QM1, USN.

• Both "U. S. Naval Flags and Pennants" (DNC 27) and "Navy Regulations" state that ships not underway shall display colors from 0800 to sunset, so your morning colors ceremony would be held at 0800, without regard to the time of sunrise. The same is true for shore stations.

Aboard a ship underway, the display of the national ensign is governed only by "during daylight" (Article 104, DNC 27 and Article 2163, "U. S. Navy Regulations") and under the following specific conditions and circumstances:

- (1) Getting underway and coming to anchor.
- (2) Falling in with other ships.
- (3) Cruising near land.
- (4) During battle.

Moreover, it should be noted that there is no morning colors ceremony for a ship underway, nor is there a time specified or a requirement that colors be displayed at all except as noted above. A ship cruising independently and not near land need not display colors.—Ed.

Tours of AED Officers

SIR: I am a naval aviator and interested in aeronautical engineering duty (AED). What are some typical tours of duty? Can an AED actually expect to do some engineering?

Also, what would be a typical sequence of tours of duty between designation as AED and retirement? How many tours, if any, might be spent in a flying status?—B. H. G., LTJG, USN.

• The AED officer is a technical specialist—a vital member of the aeronautical organization of the Navy. This group was formed in 1935 to cope with the mounting problems of technical material complexity, the increasing specialization of personnel, the interdependency of the Navy and industry, and the increased pace of technological research and competition.

In regard to your first and second queries, typical tours of duty are: As an example, lieutenants who were designated for Aeronautical Engineering Duty after six years' commissioned service would average rotation of duty assignments for 25 years as follows:

Aer.	Aver.	No. years tours in tour	Type of duty
1	3		BuAer Maintenance Representative, BuAer General Representative, BuAer Representative
1	2		Shore Staffs & Schools
2	3		Research & Development (Field)
1	3		O & R and Field Maintenance
1 or 2	2		Fleet Staffs & Operating Units
2 or 3	3		BuAer (or Washington area)

Opportunity to participate actively in engineering is afforded in many billets in the fields listed. A thorough technical background is mandatory in all phases, while management and industrial engineering has particular application in the Bureau of Aeronautics and its field activities. Assignments in Field Research and Development contain numerous possibilities for direct and continuing participation in engineering projects. As officers increase in rank, of course, their assignments

achieve more of a managerial engineering status.

As for your third question, flight status does not terminate upon assignment to an Aeronautical Engineering Duty billet; most billets are classified for proficiency flying although some are classified as operational. There are now Aeronautical Engineering Duty billets as Aircraft Maintenance Officers in six VC squadrons, and as Electronics Officer in two others. In addition, there are Aeronautical Engineering Duty billets on many Fleet air staffs—ED.

Non-Rotation Ship

SIR: Can you tell me why a ship is called a non-rotation ship?—C. W. C., AD1, USN.

• A ship is classified as a "non-rotation" ship when it is sent to a port overseas and remains there while the crew is rotated.—ED.

Courses for Exemption from Exams

SIR: According to BuPers Inst. 1416.1, certain courses such as Strategy and Tactics (NWC) serve as exemptions in taking promotion examinations. However, this course is only good for two grades. If I had taken this course as a LTJG and since made LCDR, would the course serve as an exemption for promotion to CDR since I have never taken a professional examination for promotion before? If it does not and since I have never used it for an exemption, could I take the course again to be used for an exemption?—E. R. M., LCDR, USN.

• A correspondence course completed as a LTJG would provide exemption in the promotions of LTJG to LT and LT to LCDR, provided the course is listed as an exemption for these promotions. It would not provide any exemption beyond the LT to LCDR promotion, even though the course is listed for the subsequent promotions.

To provide an exemption, a correspondence course must have been completed in present or immediate previous grade.

Courses taken earlier, that no longer provide exemption, may be retaken to earn exemption in the higher grade.—ED.

Length of Shore Duty Tour

SIR: BuPers Inst. 1306.20B, paragraph 1, lists YN, PN, AC, JO and TD as eligible for three years of shore duty. Does PN, as used in this instruction, refer to those men who have PN job codes of all the rates in that rating, that is, PN3, PN2, PN1 and PNC? And, if so, why does the instruction use an entire rating category in one case and then specify individual rates in other cases (for example, HMC, HMI, DTC, DT1, etc.)?

Also, if PN refers to all personnel in that rating, would a PNSN with an NJC of PN 2609-85 be eligible for three years of shore duty?—H. D. V., PNSN, USN.

• The letters YN, PN, AC, JO and TD which appear in the instruction you mention include all rates of the rating, as PNC, PN1, PN2, PN3, and so on. Individual job codes have no bearing on the matter.

Where individual rates of ratings are listed (HMC, HMI, DTC, DT1) they indicate the exclusion of other rates of that rating. In other words, a DT1 is entitled to a three-year tour of shore duty, and a DT2, to a two-year tour of shore duty.

A PNSN, regardless of his NJC, is entitled to a two-year normal tour of shore duty.—ED.

Classification Disagreement

SIR: There is a disagreement as to the classification of a Navyman at our station. He is an SK3 who enlisted 5 Oct 1951 and after completing more than three years of service in the Navy he re-enlisted under A1nav 2 for six years. Some of the personnel contend that his classification should be USN-U1, and we believe that it should be USN, according to BuPers Inst. 1080.14. Please advise us who is correct. — C.L.J., YN3, USN., and S.D., YN3, USN.

• The second interpretation is correct. The situation you describe fits exactly the definition of the "USN" suffix as given in BuPers Inst. 1080.14. The "1" applies to personnel serving in their first enlistment while the "U" applies to personnel having a UMT&S Act obligation which exceeds their current enlistment contract.—ED.



USS PAWCATUCK (AO 108) shows her portside profile, as the fleet oiler makes way through the high seas.



NAVY'S 'LITTLE WOMEN' with big jobs would be an appropriate description for the service craft, such as YTL 144 (ex-YT 144), who do many tasks for big sisters.

Definition of Service Craft

SIR: According to the *Watch Officer's Guide* a part of the 0 to 4 log is, "Ships present . . . and various yard and district craft." Please define district, yard and service craft.

I would also like to know why "distant" is used rather than "distance" in the entry, "Passed Cape Henry Light abeam to starboard, distant 2000 yards."—R.R.H., LT, USN.

- Craft at present classified as "service craft" were previously known as "district craft." Before this classification they were known as "yard craft." Therefore, yard, district and service craft are all the same type of craft.

According to "BuShips Manual," service craft are defined as "... water-borne utilitarian craft not classified as vessels or boats."

The word, "distant" has been used and is used in deck log entries in accordance with rules of grammar and the dictionary definition of the word itself.—ED.

Flags on Reserve Fleet Ships

SIR: What is the source governing the use of our national ensign upside down as a distress signal?

Is it correct to fly a Union Jack on a ship which is not in commission? Our ship is being used as an accommodation ship in the Philadelphia Group Atlantic Reserve Fleet.—P. J. D., QM3, USN.

- Display of the ensign upside down as a national distress signal is authorized by Public Law 829, reprinted as Annex A to Director Naval Communications (DNC) 27. This signal, however, is not used internationally since many foreign flags appear the same right side up as upside down.

According to "Navy Regulations," Article 2163, the Union Jack may be displayed if the ship is active and in commission or in service. Now follow

closely or you may get lost here—if it is an inactive ship in commission in reserve, or in service in reserve, it may be displayed; but if it is out of commission in reserve, or out of service in reserve, it should not be displayed. If the ship is in a special status in commission or in service, the Union Jack should be displayed but if it is out of commission or out of service, it should not. All clear?

Perhaps it would be helpful to explain here the terms "in commission" and "in service."

Generally a ship is considered "in commission" if she is authorized to fly a commission pennant or a personal flag or command pennant of a commissioned officer of the Navy. On the other hand, there are several hundred small vessels and service craft in the

Navy which have a warrant officer or enlisted man serving as "officer in charge," "boat captain" or "skipper." These vessels and craft are carried on the books as "in service" rather than "in commission."

While no specific rule can be given that can be applied to all cases for all vessels, in general a ship that is "in commission, inactive status" is one that would be eligible to be in commission if in an active status. The same rule would apply to an "in service" vessel or craft, whether they are in "active" or "inactive" status.—ED.

Duty in Chile

SIR: I have requested assignment to naval attache and/or naval mission duty in Chile.

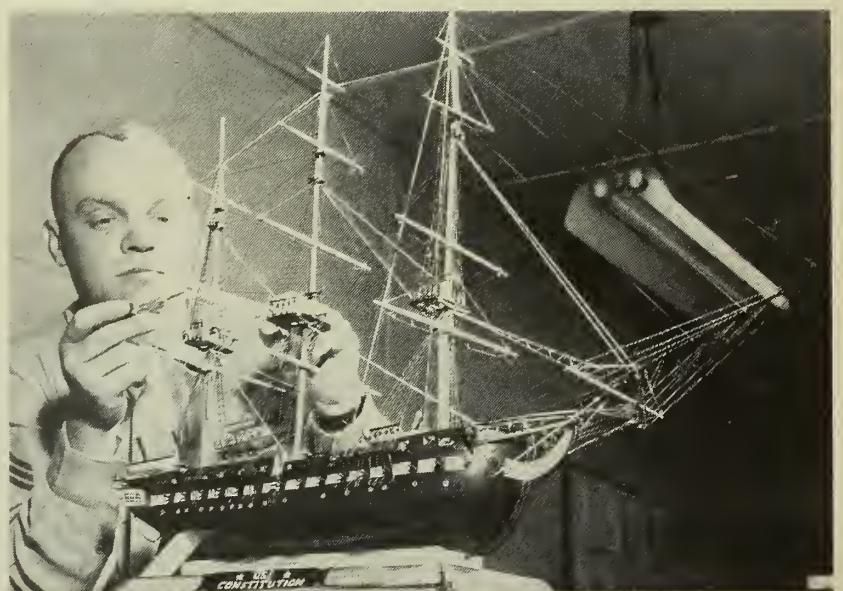
I'd like to know how many men with an IC1 rate are billeted there and how many are on the list for that duty.—N. H. L., IC1, USN.

- There is only one billet for an IC1 in Chile; and the present incumbent's tour expires October 1956, subject to a one-year extension if requested. The single billet in Chile is the only one in all Bureau-controlled overseas billets for an IC1.—ED.

Shorthand in YN Schools

SIR: Can you tell me whether or not shorthand is a part of the required curriculum at the Yeoman Class "B" School?—F.A.M., YN1, USN.

- It is still a required part of the curriculum in Yeoman schools. However, the Bureau is making a study of the shorthand requirement. If any revisions result from the study you'll hear about them in official directives and in ALL HANDS.—ED.



GUNG HO MODEL OF U. S. frigate CONSTITUTION was constructed by Marine Sgt. John Norky. Working from kit, he hand-carved most of the fittings.

Do You Have a Hard-to-Answer Question? A Suggestion? Idea for an Article?

Here are some typical letters to the editor and the general replies written. It's possible you'll find the answer to a question you were about to ask.

★

SIR: Where can I obtain an official statement that I have crossed the Equator?—R.C.G., JO1, USN.

• *That's a tough one. Most ships now are making a page 13 entry to show various records such as: On board when commissioned; crossed the Equator, crossed Arctic Circle; and so on. Certificates, however, are unofficial. Men in a ship can make up their own certificate, by the way. Traditionally, the captain signs each certificate. ALL HANDS has run a certerspread showing various types—you should look at that issue, November 1952, page 31. We're all proud of having been something like a Shellback, Plank Owner, Blue Nose, and so on. It is a fine tradition, and should be continued.*—ED.

★

SIR: I don't see ALL HANDS every month. What can I do about it?—J.V.B., PR3, USN.

• *Check with your division officer or personnel officer. They'll see to it that you see ALL HANDS. You can pass the word to your shipmates—and this is official—that each copy is for 10 men—they should be passed around. If your command is not receiving the proper number of copies, check the instructions in small print on page 64 of this and each issue of ALL HANDS.*—ED.

★

SIR: Do you accept suggestions from the Fleet as to what stories and features you should run?—C.C.T., YN3, USN.

• *We certainly do. Many of our best features have been suggested by Navymen in the field—from captain to seaman. Very often, as you can see by the names at the end of an article, the story was written by a Navyman not on the staff. If we receive a good suggestion, we act upon it. A story need not be written, by the way. Just give us the suggestion and what facts you have; we'll take it from there.*—ED.

★

SIR: Why don't you ever mention my ship?—E.S.A., PI2, USN.

• *Maybe we have—do you read each issue? Has someone in your ship sent us pictures and stories? If we don't receive material, we can't print it.*—ED.

SIR: At present I am stationed on the East Coast and would like to swap duty stations with a PN3 on the West Coast. Is this possible?—T.J.S., PN3, USN.

• *Yours is only one of many letters received concerning "swaps." This type of transfer is approved only in exceptional cases. There must be little or no transportation involved. Both men must have the same rate and special qualifications. You must also have approximately the same obligated service and rotation tour date as your opposite number. Furthermore, such transfers must be in accordance with existing policies governing transfers and must meet the approval of the COs of both men.*—ED.

★

SIR: Is it possible for you to determine my standing on the Shore Duty Eligibility List?—R.R.O., JOC, USN.

• *If you will check the May 1955 issue of ALL HANDS, page 34, you will find a complete table of the Shore Duty Eligibility List. Although you may possibly be among the top men in your rating on the list for the district you have requested, you may have less sea duty than one or more men in your rating who have requested "Anywhere, U.S." Such men receive first consideration for assignment to any naval district if they have more continuous sea duty than the man who requests duty in a specific district.*

A similar SDEL chart usually appears in ALL HANDS twice a year (May and November).—ED.

★

SIR: How do I go about checking on my medals and awards?—B.D., TE3, USN.

• *Write an official letter, via your commanding officer, to the Chief of Naval Personnel (Attn: Pers B4 if you're an officer, Pers E3 for enlisted men).*—ED.

★

SIR: What happens to unsigned letters?—D.J.A., PHC, USN.

• *They are used for target practice. The wastepaper basket is the target.*—ED.

★

SIR: Is ALL HANDS interested in receiving stories about naval customs and traditions, and about records made by a man or ship?—G.A.O., BMSN, USN.

• *Affirmative. For example, our April front cover shows a Bos'n's Chorus; our May front cover is a*

picture of night side boys. If you have a picture or story like that, we'd appreciate hearing from you.—ED.

★

SIR: What's the easiest way for me to find out about change of rating, duty tour, leave, available schools, shore duty, and so on?—E.E.N., ADAN, USN.

• *Remember the old motto: "Ask the Chief, he'll know." And, we'll bet, the Chief will usually tell you to see the yeoman or show you how to look it up in one of the manuals or in the directive. Incidentally, if you keep your eye on the Plan of the Day, most of your questions will have been answered. The Plan of the Day announces the latest Bureau directives, among other things, and you can keep up on many items of particular interest to you. For example, when a submarine school quota is open, you'll probably read about it first (or hear about it at Quarters) in the Plan of the Day. Or, if there is any other notice or directive that will affect you, it'll be in there. As you know, ALL HANDS runs a brief description of notices and directives each month, and prints a fuller description of directives having Navy-wide interest in the Bulletin Board.*—ED.

★

SIR: Do you accept stories, pictures, or cartoons from men in the Fleet?—G.V.B., QM2, USN.

• *We certainly do. The more, the better. Pictures tell a story, and Navymen in the pix should be identified as to rank or rate, ship or station, and service number. A brief description of what is going on in the picture will help. Incidentally, the Special Services Division, of which we are a part, is conducting a cartoon contest by mail. We'll print the best ones. See ALL HANDS July 1955, p. 45, for more information concerning this contest.*—ED.

★

SIR: May I send a letter directly to the Editor, ALL HANDS, without going through channels?—J.P.L., AD1, USNR.

• *You may. ALL HANDS is open to UNOFFICIAL communications from anyone who wears the Navy blue. There is to be no conflict in any way with "Navy Regulations" regarding the forwarding of official mail through channels. The policy of obtaining information from local commanders should be followed whenever possible.*—ED.



USS ORION (AS 18) with brood of seven, ties (AD 16) for number of ships alongside. (See inside front cover May 55).

Bow Planes

SIR: I think I've discovered an error in *Uniform Regulations*, 1951, (NavPers 15665), pertaining to the use of "bow rudders" and "diving rudders" in the submarine service. The proper wording, I believe, is "bow planes." Am I right?—B. A. F., YN1 (SS), usn.

• *You've got a sharp eye. The term "bow planes" is correct rather than the other two terms. It is used in the most recent "Submarine Training Manual" series as well as being in common usage throughout the Submarine Force. A re-*

vision will appear in "Uniform Regulations."—ED.

Suggests Change in CPO Uniform

SIR: I would like to suggest a change in the CPO white uniform to the Uniform Board.

It is my opinion that the present chief's uniform is unsatisfactory from the standpoint of comfort and practicality. The present officer-type uniform, however, with either a sleeve type or suitable shoulderboard type CPO insignia is considered to be the answer. Has this question been considered? If not, what is the procedure to follow in bringing this matter to the Board's attention?—M. M. YNCA (SS), usn.

• *So far as we know, a recommendation to change the CPO white service uniform to the officer-type white service uniform has not been made.*

If you want to suggest this, or any other change, address an official letter to the President, Naval Uniform Board, via the chain of command.

Moreover, be sure that you are clear and specific as to exactly what you are recommending.—ED.

Proper Mast Procedure

SIR: Recently our office personnel have had a discussion concerning the phrase, "Thank you, sir," when punishment has been inflicted, or when dismissed. Some say it is a sarcastic remark and the person should remain silent. I maintain, however, that it is military etiquette and a polite way of ending the mast. Is there any book written on military etiquette besides *Navy Regulations* and *Navy Orientation*?—D. F. B., YN1, usn.

• *The usage of "Thank you, sir," in mast procedure will not be found in any book of etiquette. The words, in themselves, are not the criteria of the basic question. The accent, tone and attitude of delivery are the key. Since the*

voice is a versatile means of communication with its inflections and accents, the same words may be used to imply many different meanings.

The proper usage of this term as a polite method of ending mast procedure is commendable. The improper usage, however, as a sarcastic slur on the mast procedure and military discipline should not be condoned.—ED.

Virgo Had Ammo Ship Duty

SIR: In your May issue, I was surprised that *uss Virgo* (AKA 20) was not mentioned in the article "Citations for Bold Ships and Brave Men." I feel that a little recognition should be made where it is due.

You stated that *uss Mount Katmai* (AE 16) was the only ammunition ship in the Korean war for a period of three days. *Mount Katmai* may have been the only ammunition ship officially designated as such but, regardless of designation, *Virgo* was converted into an ammunition ship and was operating in the combat zone at that time. I imagine it's hard to check officially, but I happen to know that, on one occasion, she passed 192 tons of ammunition in less than an hour and a half. I know because I was there.—C. D., MM2, usn.

• *Thanks for helping us give proper, if unofficial, credit to Virgo. In time of emergency, many ships frequently perform missions for which they were not originally intended and that's probably what happened in this case. A situation such as you describe cannot very well be adequately recorded unless interested readers pass us the word.*

We'd like to mention, however, that in the May issue of ALL HANDS, we only named those vessels which were awarded the Presidential Unit Citation and the Navy Unit Commendation. We couldn't possibly have named all those who performed outstanding actions.—ED.

How Many Choices Do I Get?

SIR: In BuPers Inst. 1306.20B regarding shore duty requests, it is my understanding that three choices may be given and I may indicate three different districts as first, second and third choice with "Anywhere in the United States" as optional. I was told, however, that a person may only indicate two choices since the Shore Duty Request Form (NavPers 2416) has only space for two choices with "Anywhere in the United States" as the alternative.

When I put in for shore duty I would like to request three districts but according to the interpretation given to me I will only be able to indicate two, as my third choice must either say yes or no to "Anywhere in the U. S." Is this interpretation correct?—J. L. P., DKC, usn.

• *The second interpretation is the correct one. Paragraph 15 of BuPers Inst. 1306.20B should be interpreted that you may list two specific choices on your shore duty request card. The third choice is confined to indicating "yes" or "no" to the question of whether or not you will accept a duty assignment "Anywhere in U. S."*—ED.

Bonus for First Reenlistment

SIR: In January 1946 I completed six years of naval service and 18 months later signed up for four years in the Coast Guard. After 14½ months as a civilian I reenlisted in the Navy in September 1952. I intend to reenlist again in September 1956. Since I have never drawn a reenlistment bonus, will my reenlistment be considered as a first reenlistment?—R. E. H., AD1, USN.

• *On the basis of the information supplied in your letter, it appears that you would be entitled to a reenlistment bonus when you reenlist. This would be computed on the basis of a first reenlistment in accordance with the provisions of the Act of 16 Jul 1954 and Alnav 32-54.*—ED.

Overseas Bilets for RD1s

SIR: Is there any overseas station which has a billet for an RD1, particularly in Japan? I have less than year to go before my present tour of sea duty in the Atlantic is completed—R. L. D., RD1, USN.

• *Control of assignments of RD1s to overseas stations is under the authority of the fleet commanders, except for one overseas billet for an RD1 which is under the direct detailing control of the Chief of Naval Personnel.*

As you are currently serving in the Atlantic Fleet you are ineligible at this time for duty in Japan. Therefore, you should submit a request for duty in an Atlantic overseas area to ComSeroLant in accordance with the directives issued by that command.—ED.

Certificate of Course Completion

SIR: Part of my duty at my station education office consists of handling training courses. I have noticed that the correspondence center takes from six to eight weeks to issue a completion certificate for courses after the final assign-

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss Dubuque (PG 17)*—A reunion will be held at the Broadhead Naval Armory, 7600 East Jefferson Ave., Detroit, Mich., for all hands who served on board this ship on the Great Lakes. For reservations and details write to Roger La Burdy, 14301 Bramell, Detroit, Mich.

• *88th Naval Construction Battalion*—Members will hold a reunion on 16, 17, 18 September at the LaSalle Hotel, Chicago, Ill. Please write to Bob Traves, 231 S. Main, Crown Point, Ind., for further information.

• *uss Santa Fe (CL 60)*—The ninth reunion for all who served in this ship

will be held 15 October, at 7:00 p.m., in the Park Sheraton Hotel, 55th Street and Broadway, New York City. Contact John J. McGrath, 95-14 97th Street, Ozone Park, L. I., New York, for further information.

• *uss Phoenix (CL 46)*—Former shipmates will hold their second annual reunion on 1 October, at the Penn Sherwood Hotel, Philadelphia, Pa. For further information, write to R. E. Erwin, 1955 Pratt St., Philadelphia, Pa.

• *44th Naval Construction Battalion*—Former members of this unit interested in holding annual reunions should contact Joseph M. Lesha, 408-A McIntyre, China Lake, Calif.

• *uss Wasp (CV-7)*—All men who served in this ship interested in holding a reunion should contact Joseph Scully, PMC, USN, 282 Conover St., South Amboy, N. J. The time, place and date will be determined by mutual consent.

ment has been submitted. It takes on the average from nine to 13 weeks to complete a course (from date of application to receipt of completion certificate). I suggest a stamp type of endorsement on the final assignment or allowing assignments to be averaged upon receipt of final graded assignments, to speed up certification.

As stated in your April 1954 issue, page 25, when a person has not received a completion certificate in time for certification for the examination for advancement, he has to take a local test to determine whether he has completed the course and is ready for advancement. With some ratings requiring five or six courses, my suggestion would save time

and also save paper and work of people involved.—K. G., PN1, USN.

• *Before the Correspondence Course Center can issue a completion letter (or stamp the final answer sheet with a completion grade), the text book must be returned. This explains the delay between the completion of the last assignment and the mailing of the completion certificate since the student is advised to keep his test until his last assignment has been graded and returned to him.*

If a man is anxious to obtain his completion certificate earlier than usual, and if he is reasonably sure that he will pass the last assignment, he may mail his text back at the same time he sends his last assignment.—ED.

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New Jacket and Cap Are among Changes to Sailor's Wardrobe

A BLUE WORKING JACKET and cloth cap with visor are the newest additions to the naval uniform under a recently released list of changes to *U.S. Navy Uniform Regulations*. Both are intended for all Navymen and should be available about October 1955.



New Jacket and Cap

The new jacket is made of a water and wind resistant blue cotton cloth, lined with either nylon fleece or a similar material. The jacket is single-breasted with a plain collar and has two pockets located on the side fronts. It has both a slide fastener and buttons. Officials estimate it will sell for \$7.50 in ship stores.

The cap will be similar to those worn by baseball players, with a visor and loose fitting crown. It will be of the same material as the jacket. Estimated cost of the cap is \$.55. Officers and CPOs will wear miniature cap devices but others will wear it without indication of rate.

Another change of interest to all enlisted men is the addition of a dungaree rating badge for first, second and third class petty officers. Made so that it can either be sewed on or be applied to the blue chambray shirt by merely running a hot iron over it, the new rating badge will have an eagle and chevrons but will be minus the specialty mark.

Other changes, as announced in BuPers Notice 1020, are:

For Male Officers

- White service trousers have been authorized as an alternate (when prescribed) as part of the white tropical uniform; and either khaki service or khaki cotton long trousers (as prescribed) have been authorized as an alternate to khaki shorts for the khaki tropical uniform.

Officers will wear shoulder marks on white tropical uniforms; ribbons and breast insignia may also be prescribed when appropriate. Metal collar insignia will continue to be worn on khaki tropical uniforms.

- The collar of both white and khaki tropical short-sleeved shirts has been changed from the straight or shawl style to a regular notched collar that lies flat when open. Previously authorized shirts may be worn until replacement is necessary.

- Combination cap will be worn with tropical uniforms except under special conditions that may necessitate issue of tropical pith helmets.

- The khaki tropical uniform with either khaki shorts or trousers is now authorized for naval aviation cadets.

- The same fabrics authorized for khaki long-sleeved shirts are now authorized for the short-sleeved tropical uniform shirt.

- Tropical uniforms may now be worn in hot weather when considered suitable and appropriate by prescribing authority. Before, the tropical uniform was restricted to "tropical climate only."

- CPO rating badges are not a part of the tropical uniform, either white or khaki. As to ribbons and breast insignia, this is at the discretion of the local command and both officers and chiefs should be the same.

- The dark blue raincoat has been deleted from the present required articles of uniforms for officers. It is to be replaced by a medium-weight blue overcoat made of woolen or soft-finished napped worsted material which is water repellent. It will be of the same style as that currently prescribed for the officer-type blue overcoat and may be worn over all uniforms and upon all occasions.

- Commissioned officers and warrant officers must now possess a plain stiff white dress shirt, gold studs, and stiff turndown collar.

- Gray gloves are required as

part of the service dress blue uniform only when prescribed; otherwise they are optional.

- Only khaki web belts are authorized for wear with khaki uniforms.

- Warrant officers designated for duty in the Civil Engineer Corps (equipment foreman, construction electrician and building foreman) are authorized to wear Civil Engineer Corps insignia described in *U.S. Navy Uniform Regulations*, in lieu of warrant devices worn before.

For Women Officers and Enlisted Women

- Women officers will now wear large medals on blue or white service as a full dress uniform in accordance with the regulations governing the same subject for male officers not required to possess a sword.

- The medium-weight blue overcoat in lieu of the blue raincoat, now authorized for male officers, is similarly authorized for women officers.

- The hat band of women officers of the rank of commander and captain will be encircled at the top by

gold braid piping approximately $\frac{3}{4}$ -inch wide.

- The blue smock has been eliminated as an article of uniform.



It irons on.

For Enlisted Men

- White socks may be worn with enlisted men's undress white uniform until 1 Jan 1956. After that date they will be deleted as part of the uniform.

- The old style enlisted men's type B blue raincoat may be worn until 1 Jul 1957. At present only the new type A raincoat is being issued to recruits.

- The possession of the general-purpose high service shoes by enlisted men after completion of recruit training is optional at the discretion of local commanding officers.

Pointers on Stowing Your Uniform

This is the third, and last, in a series of articles on the Navy uniform. Earlier, an account of the evolution of the Navyman's outfit and the traditions behind it appeared in ALL HANDS June 1955. The second article dealt with the marking and care of the uniform and appeared in ALL HANDS, August 1955. It is felt that these three articles, if digested completely by every Navyman, will go a long way in helping to keep the men who wear the uniform right up near the top of the list of best dressed men.

OVER THE MANY YEARS that men have worn the bell bottom trousers and coats o' Navy blue, there have been many discussions, held over a cup of coffee on either the forecandle or fantail, on the subject of ways to improve the uniform. And there has always been one point, put forth by the sea-going men in the group, which has entered into the discussion. That one point remains as valid today as it did many years ago and runs something like this, "If you want to recommend a change in the uniform, remember that you have to come up with an outfit that will fit into the limited stowage space aboard the smallest of ships."



As it now stands, the uniform of the first six pay grades of enlisted men can be rolled into a tight little ball, stuffed in a locker and three months later be pulled out to wear on liberty, looking just as sharp as the day it came back from the cleaners.

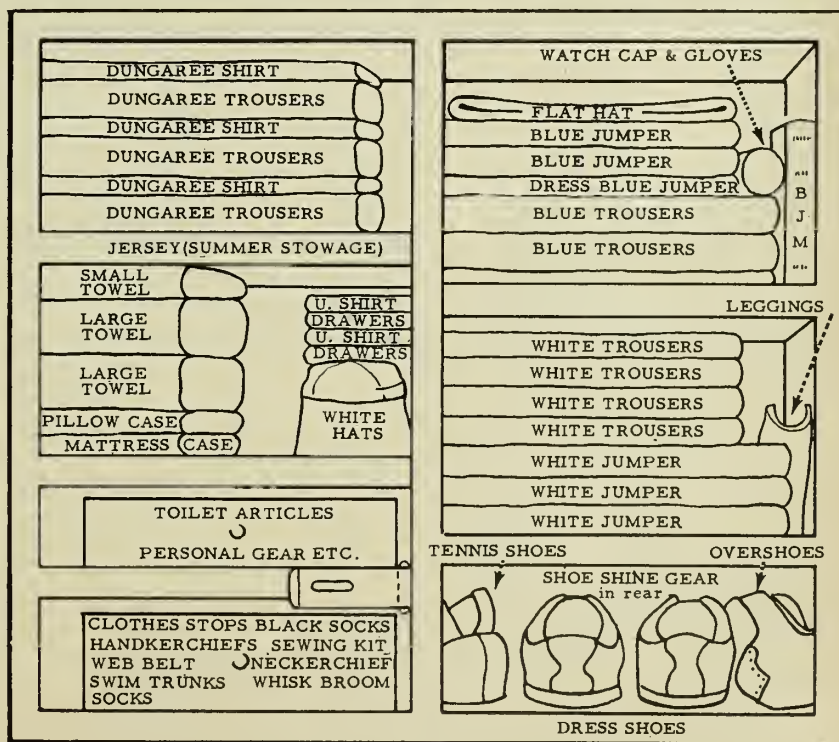
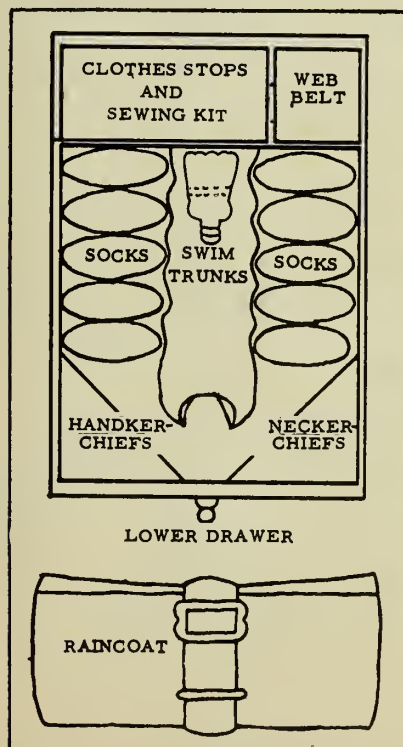
It's no accident that the present day uniform will meet these space requirements, since it was designed after the clothing preferred by sea-going men of the U.S. Navy, long before there was any required uni-

form. In those early days, when there was even less space than now allotted for the enlisted men's uniform, the basic outfit as we now know it, was evolved. To this day it still serves the two basic purposes for which it was designed, (1) to provide a distinctive, durable outfit for the man wearing it as a member of the U.S. Navy, and (2) to fit the stowage space aboard ship.

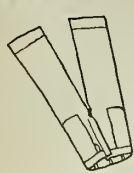
When the whole uniform, from socks to dress jumpers, is rolled in the prescribed manner, it will fit into a very small locker. Check this yourself by following the instructions on this and the following pages and stowing your own uniform as recommended.

The men aboard ships will already be following the same procedure or something very close, but many of the shore-based sailors can profit by using these techniques as well. The added uniforms needed aboard a shore station make even the largest locker a bit crowded. If, after you've folded and stowed your clothes as illustrated, you still have some left out, then you either haven't followed the illustrations too closely or you have more clothes than you should have in your sea bag.

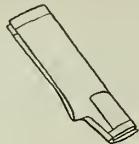
DIAGRAM BELOW of drawer, left, and locker, right, shows details and location of gear in photo at top of page.



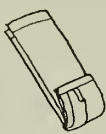
BLUE TROUSERS



Turn the trousers inside out, button and zip up fly. Lay out flat with fly and vertical leg seams down, the waistband toward you. Smooth out all wrinkles, noting the pockets especially.



Fold left half over the right half and even up all edges. Note: From this point on, the blue trousers differ from the dungaree and whites by having the vertical leg seam exposed and the crutch not tucked in.



Fold waistband over to center of trousers.



Fold hems over to center of trousers.



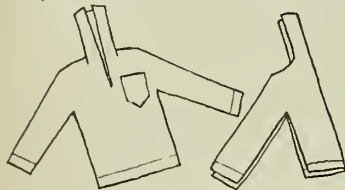
Fold lower half over upper half. Even up all corresponding edges and folds. Fold exposed pocket back inside.

HOW TO NAVY

No matter whether you're a seasoned old timer on your last hitch or a new recruit, the diagrams on these pages will always be in shipshape and sea bag or locker. If some are unfamiliar to you, it may be to the help of many experienced sailors.

For stencil markings see...

ALL JUMPERS



Turn jumper inside out with collar opening facing up and collar away from fald. Smooth out all wrinkles.



Fold right half over left half and even up all folds.



Fold sleeves over at the shoulders from left to right. Fold collar over sleeves to have the right hand edge of collar even with same edge of jumper.



Fold sleeves back from right to left over the collar and turn the cuffs under the sleeves.

Fold bottom half over top half. Even up all edges and folds.

DUNGAREE SHIRT



Lay shirt out flat, collar away from yourself, front of shirt up, all buttons buttoned, smooth out all wrinkles.

Fold sleeves over the front of shirt. Make fold even outboard edge of shirt. Fold sleeves diagonally at the shoulders to lay sleeves flat with outboard edges of shirt.

DRAWERS



Lay drawers out flat with front side up and waistband toward fald. Smooth out all wrinkles and secure all snaps.



Fold right half over left half and even up all edges.



Fold left side over right side to have left corner approx. one inch from the right edge of "A." Tuck waistband ties out of sight.



Fold bottom half over top half and square up all edges.

Fold left half over right half. Note: At this point the drawers should be exactly the same width as the folded undershirt. Adjust fold 3 as necessary.

UNDERSHIRT



Lay the undershirt out flat with the front side up and the neck at your left. Smooth out all wrinkles.

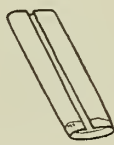


Fold the right half over the left half to have left hand edges even. Fold sleeves over toward center. Have top and bottom edges even.

PILLOW COVER



Lay pillow cover out flat with open side up and toward yourself. Smooth out all wrinkles.



Fold each side in toward the center leaving a space of approx. two inches between the edges at the center.



Fold the right half over the left half. Note: At this point the folds should be adjusted to make the pillow cover the same width as the folded large towel.



Fold the lower half up over the top half and even up all edges and folds.

SMALL TOWEL



Lay out towel lengthwise with the end seams facing up—smooth out all wrinkles.



Fold the left third over the middle third.

HANDKERCHIEF



Lay the handkerchief out flat and smooth out wrinkles.



Fold right hand half over the left half. Even up edges.



Fold left half over right half and even up edges.



Fold from bottom to top in a series of triangles starting with lower right corner to left edge. Tuck remaining edge into fold to complete triangle.

ALL SOCKS



Pair socks properly and lay out flat with stencils down, toes away from yourself, toes to the left.



Fold the heels over from right to left, to have heels even with left edge of sock.



Fold toes over to cover heels.

OLD YOUR IFORM

struggling through boot camp or
e well repaid by a careful study
benefit in two ways: Your clothing
and you'll find more room in your
ethods recommended, here seem
u didn't have the advantage of the
ed by ALL HANDS.

NDS Magazine August 1955.

DUNGAREE AND WHITE TROUSERS



Turn trousers inside out. Lay out flat, waistband toward you, fly unbuttoned, vertical leg seam (whites) or seams (dungarees) facing up.



Fold left trouser leg over right, get all edges even.



Tuck crotch in between trouser legs to make them the same width from crotch to hem.



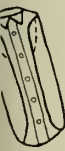
Fold top of trousers over to place waistband in center of trousers.



Fold waistband end of trousers over hem end. Get all edges even.

Fold bottom of trousers over to place hem in center of trousers.

JERSEY



outboard edges of sleeves toward center of the shirt. Make width of shirt the same as width of folded dungaree trousers.



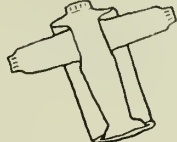
Fold top of shirt over toward center to leave approx. two inches between shoulder seam and top edge of shirt. Fold bottom of shirt approx. four inches.



Fold lower half of shirt evenly over upper half. Even up all edges. Note: All folds must be adjusted to make the shirt exactly the same length and width as the folded trousers.



Turn the jersey inside out, lay flat with the label down and the collar away from yourself.



Fold both sides on equal amount toward the center to make the jersey some width as the folded dungaree shirt and trousers.



Fold upper end of the sleeves diagonally to lay sleeves flat with outboard edges even with outboard edges of jersey. Fold the collar over at seam to square off top of jersey.



Fold bottom half over top half of jersey, even up edges. All folds must be adjusted to make jersey exact width as folded dungaree shirt and trousers.

SWIM TRUNKS



Fold left third over middle third.



Fold left and middle third over right third. Even up all edges and folds.



Lay the swim trunks out flat with pocket facing up and to the left. Tuck the drawstring out of sight and smooth out wrinkles.



Fold the left third over the middle third.



Fold the right third over the left third and even up the edges.

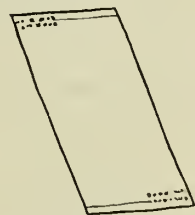


Fold the crotch over toward center approx. four inches and turn trunks over from left to right for stowage between socks in the lower drawer.

LARGE TOWEL



Fold the bottom half over top half and even up all folds—adjust all folds to make small towel exactly the same width as the folded large towel.



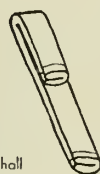
Lay out flat, lengthwise with end seams facing up. Smooth out all wrinkles.



Fold each side in. Have edges meet in center.



Fold the right half of the towel over the left half to have the folds and edges even.



Fold the lower third up and over the upper third of the towel and even up all edges and folds. Fold the upper third down over the middle third of the towel.

NECKERCHIEF



Lay the neckerchief out flat. Smooth out wrinkles.



Fold the right half over the left half, even up edges.



Fold the right half over the left half again and even up the edges and folds.



Tuck remaining top edge into fold to complete the triangle.

Fold back the remaining unrolled part from the inside to encase roll and hold it firmly in place.



Roll sock tightly toward the toes until roll is even with tip of toe.

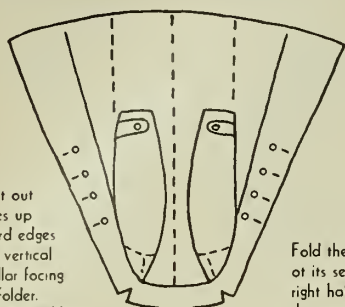


Turn the opening back over the roll to have stenciled initials on both socks plainly visible.

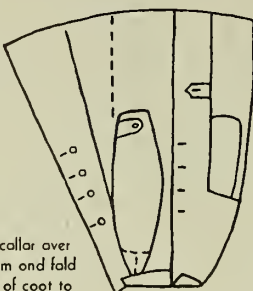
HOW TO FOLD YOUR NAVY UNIFORM continued

RAINCOAT

Lay the coat out flat. Sleeves up and outboard edges aligned with vertical seams. Collar facing toward the folder. Smooth out all wrinkles and remove the belt.



Fold the collar over at its seam and fold right half of coat to the center.



Fold the left half of coat to the center.



Fold collar end of coat over the opposite end to have same distance from collar to top edge as from bottom edge of flap (stenciled edge) to bottom edge of coat.

FLAT HAT



Flatten the hat by spreading the sides of the band and applying pressure on the folds to have the hat retain its flattened shape. Turn hat over (crown up) and stow in locker with lettering on the ribbon facing the door.

WATCH CAP AND GLOVES



Lay the watch cap out flat, name label and stencil inside, seam inside and along left edge of cap crown facing toward folder.



Lay out gloves palm to palm, fingers to the right, thumbs down, centered and even with crown.



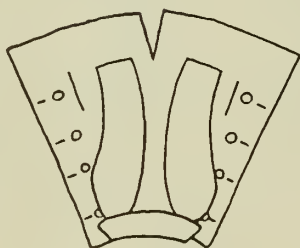
Roll the cap with the gloves tightly and evenly from the crown toward the opposite end, leaving approx. three inches.



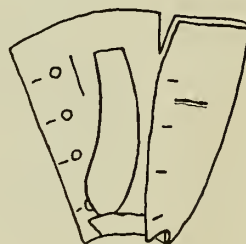
Fold back exposed edge to hold inside sufficiently.

PEACOCK

Spread out coat and straighten sleeves, then fold collar down as when worn.



Fold right side to center line.



Fold left side to center line.

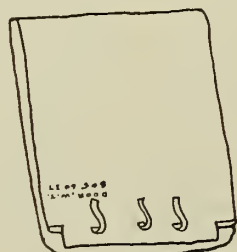


MATTRESS COVER

Lay the mattress cover out flat—open end away from yourself, flap down—smooth out all wrinkles.

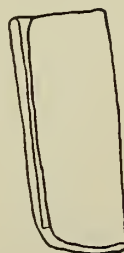


Fold upper half down over lower half to have corners of flap even with curved edge of bottom of "A."



A.

Fold right half over left half.



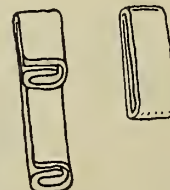
Fold the left third over the middle third.



Fold right third over left third. Note: At this point, fold 5 should be adjusted to make the mattress cover the same width as the folded large towel.



Fold the top third down over the middle third.



Fold the bottom third up over the top third. Even up all edges. Note: The mattress cover must now be the same width as the folded large towel.



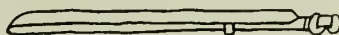
Fold top half over bottom half.



Fold both sides into center.



Fold left half over right half.



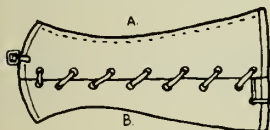
Lay belt out flat, undress side up, buckle to the right. Double the belt by folding the left half over the right half with tip of belt touching buckle.



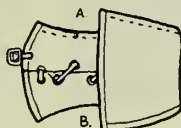
Secure folded raincoat by placing it about three inches to left of center of the belt. Wrap ends of belt around the center of coat and pass the doubled end of belt through the buckle and loop as shown.

Note: The raincoat is carried by passing the pistol belt through the center of folded coat. Secure to the small of the back. Raincoat buckle up and facing to the rear.

LEGGINGS (Organizational and recruits only)



Lace the legging, turn foot strap and buckle inside, lay out flat with lace up and buckle to the left, seam "A" facing up.



Fold the right third (legging top) to the left over the middle third.

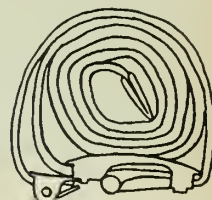


Tuck the left third (foot) inside of the right third (top) and smooth up all folds.



Leggings are stowed in locker side by side. Each legging folded separately, seam "B" down, single smooth fold facing locker door. Side "C" to the left.

WEB BELT



Turn inside out, pull end of belt through buckle to form small loop. Roll belt from metal end. Place inside loop. Tighten.



Fold again at the center, note position of sleeve hole.



Fold bottom one third up. Fold top one third down.



Tie with long clothes stops.



WHITE HAT



Lay the hat out flat with last name centered on the brim.



Fold the right third behind the middle third.



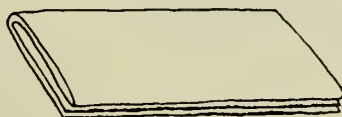
Fold the crown over.



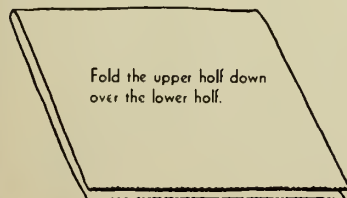
Fold the left third back over the right third and even up all edges and folds.

BLANKET

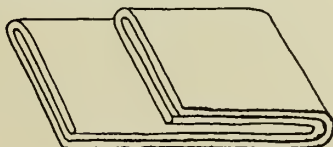
Lay the blanket out lengthwise with the reinforced edges at top and bottom, name in lower left hand corner facing down.



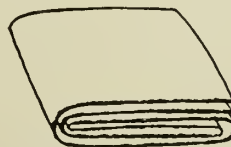
Fold the blanket in quarters by folding the upper half down over the lower half again.



Fold the right third over the middle third.

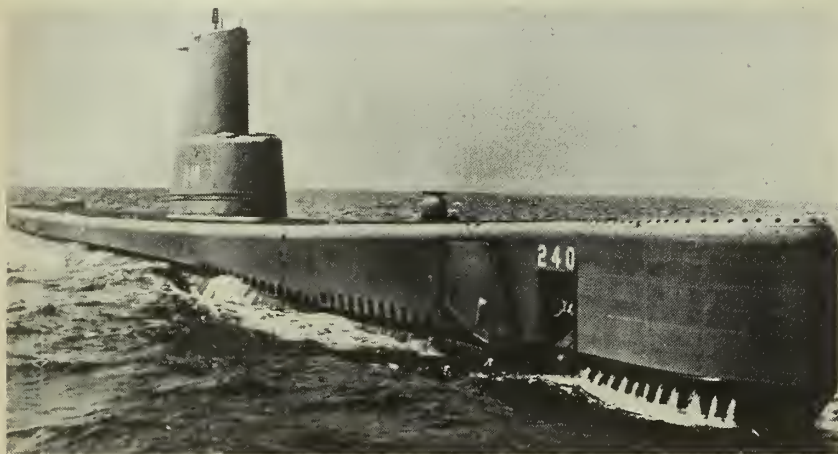


Fold left third over right third.



Fold upper corner back on all blankets for layout on bunks.

TODAY'S NAVY



OUTSTANDING SUB of the Atlantic Fleet is the distinction won by *uss Angler* (SSK 240) of Sub Squadron Ten. *Angler* also earned Navy 'E' for Excellence.

LantFleet's Outstanding Sub

The Navy "E" for Excellence was awarded to *USS Angler* (SSK 240) a unit of Submarine Squadron Ten based at New London, Conn.

The award was made after *Angler* had been recommended by Commander Submarine Division 102 and inspected by a board of officers from the Commander Submarine Force, U. S. Atlantic Fleet staff, and determined to be the outstanding submarine in the Atlantic Fleet. Skipper of the submarine is CDR Arthur W. Newlon, USN.

The excellent record was credited to *Angler's* hard-working crewmen—and especially the eight chief petty officers on board who have a total of 125 years' service and 55 war patrols among them.

The chiefs who have logged all this Navy time are: R. O. Brouillier, HMC (SS), USN, with 14 years and four war patrols; A. N. DuCharme,

ICC(SS), USN, with 13 years and five war patrols; W. P. Graef, FCC (SS), USN, with 16 years and eight war patrols; C. R. Staats, ENC(SS), USN, with 16 years and eight war patrols; P. Piazza, ENC(SS), USN, with 20 years and 10 war patrols; C. P. Dimpsey, ENC (SS), USN, with 14 years and six war patrols; G. T. Humphrey TMC (SS), USN, with 17 years and two war patrols and H. W. Calver EMC (SS), USN, with 15 year and 12 war patrols.

Angler won six WW II battle stars.

Fighting Falcons Hit Hard

A total of 18 individual "E" awards has given Fighter Squadron 43 both the high squadron average in ComAirLant's competitive gunnery exercises for fiscal 1955 and the ComFairJax individual score record.

Nine pilots won the 18 individual Es, with CDR John R. Dierker, USN, squadron CO, accounting for three.

News of Navy Ships

Carriers, old, new and redesignated, lead off a roundup of ship changes, with 53 CVEs being redesignated CVHEs and CVUs by a recent SecNav Notice.

With their new designations, the CVEs will also get new "job descriptions" or missions. The CVU—utility helicopter aircraft carriers—will be used to transport cargo and personnel. According to one expert, the CVU will be excellent for transporting packaged planes (not in flyable condition), troops, autos, wild animals, almost anything you care to name.

CHVEs, or escort helicopter aircraft carriers, will act as landing fields for anti-submarine helicopters.

• **CVHE** — The new escort copter flattops are: *uss Bogue* (CVHE 9), *Card* (CVHE 11), *Copahee* (CVHE 12), *Core* (CVHE 13), *Nassau* (CVHE 16), *Altamaha* (CVHE 18), *Barnes* (CVHE 20), *Breton* (CVHE 23), *Croatan* (CVHE 25), *Suwannee* (CVHE 27), *Chenango* (CVHE 28), *Santee* (CVHE 29), *Prince William* (CVHE 31), *Anzio* (CVHE 57), *Nasaan Bay* (CVHE 69), *Fan-shaw Bay* (CVHE 70), *Hoggatt Bay* (CVHE 75), *Marcus Island* (CVHE 77), *Savo Island* (CVHE 78), *Saginaw Bay* (CVHE 82), *Shipley Bay* (CVHE 85), *Steamer Bay* (CVHE 87), *Matanikau* (CVHE 101), *Commencement Bay* (CVHE 105), *Cape Gloucester* (CVHE 109), *Vella Gulf* (CVHE 111), *Puget Sound* (CVHE 113), *Saidor* (CVHE 117), *Rabaul* (CVHE 121) and *Tinian* (CVHE 123).

• **CVU**—The new utility copter carriers are: *uss Corregidor* (CVU 58), *Mission Bay* (CVU 59), *Guadalcanal* (CVU 60), *Manila Bay* (CVU 61), *Natoma Bay* (CVU 62), *Tripoli* (CVU 64), *White Plains* (CVU 66), *Nehenta Bay* (CVU 74), *Kadashan Bay* (CVU 76), *Petrof Bay* (CVU 80), *Rudyard Bay* (CVU 81), *Sargent Bay* (CVU 83), *Shamrock Bay* (CVU 84), *Sitkoh Bay* (CVU 86), *Cape Esperance* (CVU 88), *Takanis Bay* (CVU 89), *Makas-sar Strait* (CVU 91), *Windham Bay* (CVU 92), *Lunga Point* (CVU 94), *Hollandia* (CVU 97), *Kwajalein*

YESTERDAY'S NAVY



On 13 Sep 1813 the Battle of Lake Erie was fought at Put-In-Bay on the west end of the lake. The American flagship *Lawrence* under Oliver H. Perry bore the brunt of the battle until disabled by enemy shells. Perry then transferred his command, going in on open boat, under enemy fire, to *Niagara* and later forced the surrender of British Captain Robert Barclay's flagship *Detroit* and three other vessels. Two others tried to escape but were captured. Perry then sent his famous dispatch to General Harrison: "We have met the enemy and they are ours — two ships, two brigs, one schooner and one sloop" — the entire British squadron.

(CVU 98), *Bougainville* (CVU 100) and *Munda* (CVU 104).

- **CVHA**—Earlier, *uss Thetis Bay* (CVE 90) was redesignated a CVHA—an assault helicopter aircraft carrier. When her conversion is completed, she will be used by the Marines in amphibious operations.

- **CVA, CVS, and CVL**—Down in Norfolk, the attack carrier *uss Forrestal* (CVA 59) is being readied for commissioning ceremonies in late September or early October, following sea trials and acceptance trials. Most of the 3500-man crew has already been assembled in Norfolk, and much of her aviation supply material is ready to be put aboard.

Two other giant carriers are making rapid progress. CVA 60—*uss Saratoga*—has finally gotten her bottom wet, in Drydock Five at New York Naval Shipyard where she is under construction. The drydock was flooded to a depth of some 12 feet to allow testing of machinery. And a tentative launching date has been set for *uss Ranger* (CVA 61), now building at Newport News.

Three other carriers are in the news for one reason or another: 1) *uss Essex* (CVA 9) is scheduled to enter Puget Sound Naval Shipyard this month for installation of an angled flight deck and other modernization; 2) the "Terrible T" *uss Tarawa* (CVS 40)—an ASW support aircraft carrier—is spending her summer on a shakedown cruise which follows extensive overhaul in Boston's Naval Shipyard; 3) *uss Monterey* (CVL 26) has returned to Philadelphia for overhaul and inactivation.

Monterey, with 12 battle stars for WW II service and hundreds of enemy planes to her credit, also lays claim to a couple of records. *Item*: She was the first Navy carrier to reach the 100,000-landing mark. *Item*: She claims a record number of landings, with 799 planes hitting her deck in one day during April 1954, while the total for the week was 1632 planes.

There might also be a record of sorts in the fact that *Monterey* cruised more than 130,000 miles while training naval aviation cadets—and practically all of it was within 50 miles of Pensacola (although she did quit "going in circles" long enough to visit a few other Gulf ports and to carry aid to flood-stricken Honduras).

For a final note on the carrier

Columbus Chalks up Plenty of Mileage in 10 Years

uss Columbus (CA 74) celebrated the 10th anniversary of her commissioning while sailing toward Europe on Midshipman Cruise Able with 263 future officers on board.

Men on board *Columbus* observed holiday routine for the celebration. Festivities included a boxing smoker on the fantail against men from other ships of the cruise with the championship title of "Cruise Able" at stake.

A happy Hour in the evening featured the crew and midshipmen in variety acts.

Upon returning from Europe the ship will steam to Cuba for gunnery exercises.

Since her commissioning in 1945 at Boston, *Columbus* has sailed to virtually every part of the world.



COLUMBUS sailors and guests count 10th anniversary of heavy cruiser's service in Fleet with show of fingers.



USS COLUMBUS (CA 74) makes passage through Atlantic on way to Europe. During cruise all hands commenced holiday routine honoring 10th birthday.

Navy, *uss Wright* (CVL 49) is scheduled for inactivation during the next 12 months.

Going on to other ship types, cruiser sailors will be interested in plans calling for the transfer of three LantFleet ships to the Pacific (replacing *Pittsburgh* and *Baltimore*, listed below among the ships scheduled for inactivation).

- *uss Roanoke* (CL 145), currently serving in the Mediterranean, is scheduled to turn up in the Pacific in September, with *uss Columbus* (CA 74) and *Worcester* (CL 144) following. As replacements for these three, the Atlantic Fleet will get the Navy's first announced guided missile heavy cruisers, *uss Boston* (CAG 1) and *Canberra* (CAG 2). No date has been set for them to join the Fleet, however.

- Decommissionings scheduled (in addition to *uss Wright* and *Monterey*) include: *uss Baltimore* (CA 68) and *Pittsburgh* (CA 72), the hospital ship *Consolation* (AH 15), and four "floating service stations," *uss Cacapon* (AO 26), *Chik-*

askia (AO 52), *Monongahela* (TAO 42) and *Rio Grande* (AOG 3).

Also to be inactivated are the attack cargo ship *uss Alshain* (AKA 55), the store ship *Merapi* (AF 38), the repair ship *Delta* (AR 9), landing craft repair ship *Gordius* (ARL 36), salvage lifting vessels *Gypsy* (ARSD 1) and *Mender* (ARSD 2), auxiliary submarine *Manta* (AG SS 299) and self-propelled barracks ships *Benewah* (APB 35) and *Mercer* (APB 39).

Winding up the prospective list of "mothballers" are a number of LSTs and minecraft, including *uss Shannon* (DM 25), *Harry F. Bauer* (DM 26), *Fitch* (DMS 25), *Gherardi* (DMS 30), *Swift* (AM 133), *Grosbeak* (AMS 14), *Crossbill* (AMS 45) and *Swan* (AMS 37).

Looking to future building, launchings and conversions, here's a roundup of what's going on.

- Contracts have been awarded for six new LSTs, mates of the prototype LST 1173 now being built in Boston. These will be the largest and most powerful LSTs ever built

Variety of Duty Marked Careers of Retiring CPOs

Three long-time chiefs have finally swapped their sea duty for permanent-type shore billets—after a combined total of some 72 years' service.

Saltiest of the retiring "old salts" is Garrett W. Wasson, TMC(SS), USN, who went out on "thirty." Wasson's career began with his enlistment at St. Louis, Mo., back in January 1925. Following recruit training and a tour in the old *uss California* (BB 44), he went into the submarine service. Wasson stayed in submarines until mid-1953 when he became a master-at-arms at the U. S. Naval Ordnance Missile Test Facility, White Sands, N. M. His "thirty," incidentally, includes 19 years of sea or overseas duty.

Chief boatswain's mate George A. Sharland, USN, is winding up his career after 22 years. His last duty was as boat captain of ML/MS 10, one of the 50-foot mine-sweeping launches operated by Mine Division 111 in the vicinity of Sasebo.

As a memento of his last tour of duty, Chief Sharland received Mine-Div 111's Boat Captain's Plaque from RADM Roland A. Smoot, USN, commander of Pacific Fleet's Mine Force.

Third man of the trio is James E. Irely, PIC, USN, who pulled his last tour of duty on the staff of the Commander, Destroyer Force, Atlantic. Chief Irely joined the Navy in 1934 and was serving in the submarine tender *USS Canopus* (TS 9) in Manila Bay when World

War II began. Early in WW II *Canopus* was scuttled to prevent her capture, while her crew headed for the beach to reinforce the beleaguered troops defending Corregidor.

When Corregidor fell, Irely found



CHIEF IRELY will carry on his printers trade that he learned during his 21 years of Navy duty in civilian life.

himself taking part in the notorious Bataan death march. For the next three years and four months he was in prison camps in the Philippines, on Formosa, and in Mukden, Manchuria. He was released by the Japanese in August, 1945 and returned to the United States and duty.

Irely's plans for the future include settling down in Marin County, Calif., and carrying on with his Navy-taught printer's trade.



CHIEFS END SALTY careers. G. A. Sharland, BMGC, receives Plaque. Right: G. W. Wasson, TMC (SS), gets farewell from Capt. Levering Smith, USN.

for the Navy. Each has an over-all length of 442 feet, a beam of 62 feet and a displacement of only 3500 tons.

- If you heard someone mention plastic boats you'd probably think of toys, but there's nothing toylike about the nine 19-foot plastic rescue boats contracted for by the Navy. Plastic of a type more durable than wood will be used in building the flat-bottomed, blunt-nosed "gliders." The boats are designed for rescue work in shallow water, swamp land or wherever submerged logs or other obstacles might be. Each boat will use a single air propeller and aircraft-type engine mounted in the after section. The midsection will be equipped with stretchers to accommodate wounded personnel.

- Four LSDs now being built in Pascagoula, Miss., have been given names. The dock landing ships are *uss Spiegel Grove* (LSD 32), named for the home of President Rutherford B. Hayes; *Alamo* (LSD 3), and any young Lavy Crockett fan can tell you that's a fort in Texas, pardner; *Hermitage* (LSD 34), home of President Andrew Jackson; and *Monticello* (LSD 35) named after the Virginia mansion of Thomas Jefferson. Each of the 510-foot LSDs has a beam of 84 feet and 6880-ton displacement.

- A prototype refrigerated store ship, *uss Rigel* (AF 58), has been launched at Pascagoula. The 7590-ton ship has 351,000 cubic feet of storage space for frozen cargo, in addition to modern packaging and handling devices and electrohydraulic hatch covers to speed cargo transfers at sea. Task forces serviced by ships like *Rigel* will be able to stay at sea for as long as three months.

- The fleet's second nuclear-powered submarine *uss Seawolf* (SS N575), has been launched and christened at Groton, Conn. She will be fitted with an atomic power plant of a type known as the Submarine Thermal Reactor. *Seawolf's* plant uses liquid sodium as a coolant, while the plant in *Nautilus* is cooled by high pressure water.

- A new ocean-going mine sweeper, *uss Acme* (MSO 508), has been launched in Boothbay, Maine.

- Scheduled for conversion to a cable-repairing and cable-laying ship is *uss Vanadis* (AKA 49). When completed she will carry the designation ARC 4.

Navy's Hard-Working LSTs Are Proud of Their New Names

LST sailors who in the past have referred to their ships by nothing more than a batch of numbers are now happy.

As noted in the May 1955 issue of ALL HANDS (page 53), the naming of LSTs and other "dungaree Navy"

craft was being considered in a move to increase the Navyman's sense of identification with his ship, thereby adding to some extent to the dignity and satisfaction of a naval career.

That move has now been approved for LSTs. Names chosen for the tank

landing ships are those of United States counties. (Some AKs, APs, AKAs and APAs bear county names but without the word "County" or "Parish.")

Below are the LST numbers and their new names:

CLASSIFICATION	NAME	CLASSIFICATION	NAME	CLASSIFICATION	NAME
LST-31	ADDISON COUNTY	LST-825	HICKMAN COUNTY	LST-1096	ST. CLAIR COUNTY
LST-32	ALAMEDA COUNTY	LST-827	HILLSBOROUGH COUNTY	LST-1101	SALINE COUNTY
LST-57	ARMSTRONG COUNTY	LST-835	HILLSDALE COUNTY	LST-1110	SAN BERNARDINO COUNTY
LST-60	ATCHISON COUNTY	LST-836	HOLMES COUNTY	LST-1122	SAN JOAQUIN COUNTY
LST-209	BAMBERG COUNTY	LST-838	HUNTERDON COUNTY	LST-1123	SEDEGWICK COUNTY
LST-263	BENTON COUNTY	LST-839	IREDELL COUNTY	LST-1126	SNOHOMISH COUNTY
LST-266	BENZIE COUNTY	LST-840	IRON COUNTY	LST-1128	SOLANO COUNTY
LST-279	BERKELEY COUNTY	LST-845	JEFFERSON COUNTY	LST-1129	SOMERVELL COUNTY
LST-288	BERKSHIRE COUNTY	LST-846	JENNINGS COUNTY	LST-1134	STARK COUNTY
LST-306	BERNALILLO COUNTY	LST-848	JEROME COUNTY	LST-1138	STEUBEN COUNTY
LST-344	BLANCO COUNTY	LST-849	JOHNSON COUNTY	LST-1141	STONE COUNTY
LST-356	BLEDSE COUNTY	LST-850	JUNIATA COUNTY	LST-1142	STRAFFORD COUNTY
LST-389	BOONE COUNTY	LST-853	KANE COUNTY	LST-1144	SUBLETTE COUNTY
LST-391	BOWMAN COUNTY	LST-854	KEMPER COUNTY	LST-1146	SUMMIT COUNTY
LST-400	BRADLEY COUNTY	LST-855	KENT COUNTY	LST-1148	SUMNER COUNTY
LST-482	BRANCH COUNTY	LST-857	KING COUNTY	LST-1150	SUTTER COUNTY
LST-483	BREWSTER COUNTY	LST-859	LAFAYETTE COUNTY	LST-1152	SWEETWATER COUNTY
LST-504	BUCHANAN COUNTY	LST-880	LAKE COUNTY	LST-1153	TALBOT COUNTY
LST-509	BULLOCH COUNTY	LST-883	LA MOURE COUNTY	LST-1154	TALLAHATCHIE COUNTY
LST-510	BUNCOMBE COUNTY	LST-887	LAWRENCE COUNTY	LST-1156	TERREBONNE PARISH
LST-512	BURNETT COUNTY	LST-888	LEE COUNTY	LST-1157	TERRELL COUNTY
LST-515	CADDO PARISH	LST-898	LINCOLN COUNTY	LST-1158	TIOGA COUNTY
LST-516	CALAVERAS COUNTY	LST-900	LINN COUNTY	LST-1159	TOM GREEN COUNTY
LST-519	CALHOUN COUNTY	LST-901	LITCHFIELD COUNTY	LST-1160	TRAVERSE COUNTY
LST-521	CAPE MAY COUNTY	LST-902	LUZERNE COUNTY	LST-1161	VERNON COUNTY
LST-525	CAROLINE COUNTY	LST-903	LYMAN COUNTY	LST-1162	WAHIAKUM COUNTY
LST-527	CASSIA COUNTY	LST-904	LYON COUNTY	LST-1163	WALDO COUNTY
LST-528	CATAHOULA PARISH	LST-905	MADERA COUNTY	LST-1164	WALWORTH COUNTY
LST-529	CAYUGA COUNTY	LST-912	MAHNOMEN COUNTY	LST-1165	WASHOE COUNTY
LST-532	CHASE COUNTY	LST-914	MAHONING COUNTY	LST-1166	WASHTENAW COUNTY
LST-533	CHEBOYGAN COUNTY	LST-938	MARICOPA COUNTY	LST-1167	WESTCHESTER COUNTY
LST-542	CHELAN COUNTY	LST-953	MARINETTE COUNTY	LST-1168	WEXFORD COUNTY
LST-551	CHESTERFIELD COUNTY	LST-975	MARION COUNTY	LST-1169	WHITFIELD COUNTY
LST-561	CHITTENDEN COUNTY	LST-980	MEEKER COUNTY	LST-1170	WINDHAM COUNTY
LST-583	CHURCHILL COUNTY	LST-983	MIDDLESEX COUNTY		
LST-601	CLARKE COUNTY	LST-987	MILLARD COUNTY		
LST-602	CLEARWATER COUNTY	LST-988	MINERAL COUNTY		
LST-603	COCONINO COUNTY	LST-1032	MONMOUTH COUNTY		
LST-611	CROOK COUNTY	LST-1038	MONROE COUNTY		
LST-685	CURRY COUNTY	LST-1041	MONTGOMERY COUNTY		
LST-689	DAGGETT COUNTY	LST-1048	MORGAN COUNTY		
LST-692	DAVIES COUNTY	LST-1064	NANSEMOND COUNTY		
LST-715	DE KALB COUNTY	LST-1066	NEW LONDON COUNTY		
LST-722	DODGE COUNTY	LST-1067	NYE COUNTY		
LST-731	DOUGLAS COUNTY	LST-1068	ORANGE COUNTY		
LST-735	DUKE COUNTY	LST-1069	ORLEAN PARISH		
LST-742	DUNN COUNTY	LST-1071	OUACHITA COUNTY		
LST-758	DUVAL COUNTY	LST-1073	OUTAGAMIE COUNTY		
LST-759	EDDY COUNTY	LST-1074	OVERTON COUNTY		
LST-761	ESMERALDA COUNTY	LST-1076	PAGE COUNTY		
LST-762	FLOYD COUNTY	LST-1077	PARK COUNTY		
LST-772	FORD COUNTY	LST-1079	PAYETTE COUNTY		
LST-784	GARFIELD COUNTY	LST-1080	PENDER COUNTY		
LST-786	GARRETT COUNTY	LST-1081	PIMA COUNTY		
LST-794	GIBSON COUNTY	LST-1082	PITKIN COUNTY		
LST-799	GREER COUNTY	LST-1083	PLUMAS COUNTY		
LST-802	HAMILTON COUNTY	LST-1084	POLK COUNTY		
LST-803	HAMPDEN COUNTY	LST-1086	POTTER COUNTY		
LST-819	HAMPSHIRE COUNTY	LST-1088	PULASKI COUNTY		
LST-821	HARNETT COUNTY	LST-1089	RICE COUNTY		
LST-822	HARRIS COUNTY	LST-1090	RUSSELL COUNTY		
LST-824	HENRY COUNTY	LST-1091	SAGADAHOC COUNTY		

SKIPPER of LST 883, LCDR K. H. Schmuckal, USN, inspects life ring with ship's new name while in Japan.





U NU, BURMA'S Prime Minister, inspects Honor Guard at NAAS El Centro, Cal., during recent tour of U. S.

Pint-Size Weather Station

A new aid to mariners is under development—a complete miniature weather station set which can be held in one hand aboard ship to record essential weather data automatically in total darkness and under severe weather conditions.

Developed for the Navy, the equipment is designed to supple-

ment standard permanent weather instruments under conditions which make it impractical or dangerous to use them.

The new weather recording set, now undergoing service evaluation tests at sea, weighs about six pounds. Its height is 23 inches.

When held at arm's length for a few moments the sensing elements of the set quickly position individual dials to measure surface atmospheric pressure, temperature, relative humidity, wind speed and direction. A lever locks all readings in place for subsequent noting and recording in a sheltered area.

Atmospheric pressure is measured over a wide range by an aneroid barometer mechanism. Temperature is measured over a range of -10°F to $+120^{\circ}\text{F}$ by a bi-metallic thermometer. Relative humidity is detected over a range of 15% to 95% by a multiple hair element. Wind speed may be recorded over a range of 3 to 60 knots by an eight-vane plastic propeller-driven magnetic drag tachometer, and wind direction is shown over the full 360° azimuth range by a double tailed vane. A sight is provided for obtaining a reference direction from some known fix.

The set, which can be packed into a small case, is also provided with a pintle mount in the handle so that it may be set in place on a pipe support when desirable.

Sailors Make Hit In Thailand

The high standards of conduct and courtesy shown by Navymen who have visited Bangkok, Thailand, this year have drawn high praise from Thailand officials.

"I want to express my regard for the exemplary standards of conduct and courtesy shown by the officers and men of the fleet units who have visited Bangkok recently," Thailand's Police Chief said.

"These young men of all races representing the United States are good will ambassadors of first rank. Their efforts on behalf of the blind and orphan children are greatly appreciated.

"I hope the parents of these fine young men know that Thailand receives their sons with warmth and friendship."

No derogatory reports were submitted on any of the 8500 visiting U. S. Navy personnel.

Eskimos Will Like This Igloo

Eskimos in the frozen north spend their winters in ice-block igloos, but they live in tents during the summer because their igloos melt. This summer Marine Aviation units will adopt igloo-like structures for all weather use as replacements for tents.

Called "geodesic domes," the new igloos consist of a light-weight metal structural frame, from which is suspended a weatherproof insulated cover of neoprene-coated synthetic material.

The domes combine the mobility of tents with the strength of the native ice houses, are cooler in summer and warmer in winter, and can withstand wind blasts up to 150 miles per hour.

Four basic domes (with diameters of 36 feet, 42 feet, 55 feet and 117 feet) are expected to replace more than 40 types of shelters now used by the Marine Corps, with the latter two sizes being used as front line aviation hangars.

Geodesic domes will be phased into aviation units as present shelters become unserviceable, and the Corps is currently evaluating their use by ground troops.

Worcester Honors Plank Owners

A birthday celebration was held aboard USS *Worcester* (CL 144) as the officers and men celebrated the cruiser's seventh anniversary and honored six men who have been on board *Worcester* since she was commissioned.

Highlights of the birthday celebration were a 65-pound cake, stirring march music and the harmonious singing of "Happy Birthday" by the crew.

Rear Admiral Henry C. Daniel, USN, Commander Cruiser Division Four, joined the festivities and after congratulating the six plank owners, presented them with cigarette lighters engraved with a silhouette of *Worcester*.

The six plank owners who shared the seventh anniversary of the cruiser are: Henry F. Coffey, EN2, USN; George Sheptor, MM1, USN; Richard F. Fuller, BT1, USN; Joseph E. Shaw, BT2, USN; Ralph S. Archer, GM1, USN; and John E. Comeau, FT1, USN.

Worcester is operating in the Mediterranean as a unit of the U. S. Sixth Fleet and has made good-will visits to Lisbon, Portugal; Naples, Italy; and Cannes, France.

Colorful Crew

The Antarctic Continent will take on color during the coming months as brilliant orange, blue, scarlet, green and even black splotches will be added to the predominantly white countryside.

The color will be supplied by Task Force 43 as the men of "Operation Deepfreeze" don outer garments of brilliant, contrasting colors for protective and psychological measures.

The bright clothing will cause the men to stand out against the frigid white of the Antarctic snow and ice, making it easier for planes and helicopters to spot men on the white surface.

The bright-colored clothing will be worn over standard Navy cold weather clothing and will consist of parka and ski-trouser sets.

Clubs for EMs and Waves

Down in the land of Mardi Gras and shrimp boats, over 400 Navy-men and their guests celebrated the opening of a newly remodeled and redecorated Enlisted Men's Club at U. S. Naval Station, New Orleans.

Music highlighted the opening of the remodeled Club with a Dixie-land Band playing low-down jazz for three hours before it was relieved by a dance band that played music for dancing until midnight.

The gala opening of the Club climaxed a year of detailed planning and more than two months' remodeling, painting and over-all repairing of the building. The new club features a mahogany-finished beverage bar and new furniture.

Not to be outdone by their "Bayou Brothers" the Navy Waves at Norfolk, Va., opened up a new club that is strictly for Waves and their guests. Called the "Ebbtide Club" the Wave's club has all the features of any Enlisted Man's Club and gives the gals a place to take their guys that is "just like home."

Seaman in Charge of Apes

It is not unusual to find the Navy engaged in unusual activities but the general stores issue ship *USS Mercury* (AKS 20) really outdid herself in one of her assignments.

In the process, an enlisted man was awarded a title—old to Gibraltar but novel in the United States Navy. He is Charles Lanzon, SN, and on the voyage from Gibraltar to Norfolk, he was "Seaman in Charge of Apes"—six of them.

The rock apes were sent as a present from the Governor of Gibraltar

to Oklahoma City, Okla.; Milwaukee, Wis., and Calgary, Canada.

Mercury crewmen became quite fond of their simian passengers and the apes seldom lacked food. During the first two days at sea, however, the sailors reported that the passengers exhibited little interest in eating. It might have been their new environment, but suspicion had it that the animals had a case of just plain old fashioned seasickness.

Nuclear Power For Navy Ships

A statement concerning Navy Department policy on the development and application of nuclear power to ships and aircraft has been announced by Secretary of the Navy Charles S. Thomas.

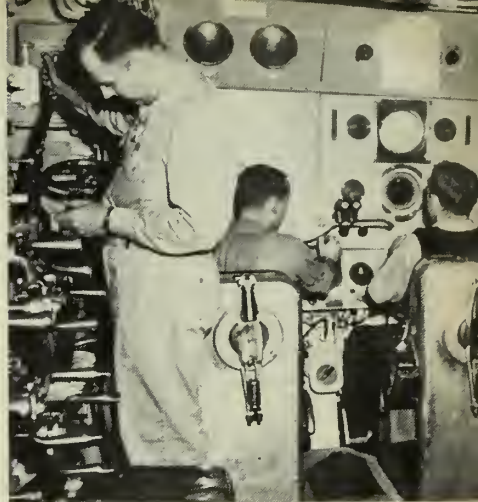
"The unique advantage of *USS Nautilus* (SSN 571) has emphasized the enormous advantage of nuclear power in prolonged submerged endurance at high speed," stated SecNav. "The application of nuclear energy to naval ship and aircraft propulsion requirements is of unprecedented significance.

"The feasibility of utilizing controlled nuclear fission as a heat source for a marine propulsion plant has been established in *Nautilus*. There are manifest advantages in the application of nuclear power to other types of ships and to aircraft."

As a result, it will be Navy Department policy that:

- Maximum effort will be exerted to develop a group of nuclear power plants for the propulsion of naval vessels in a range of power ratings covering all feasible applications.

- A vigorous program shall be developed and pursued for nuclear

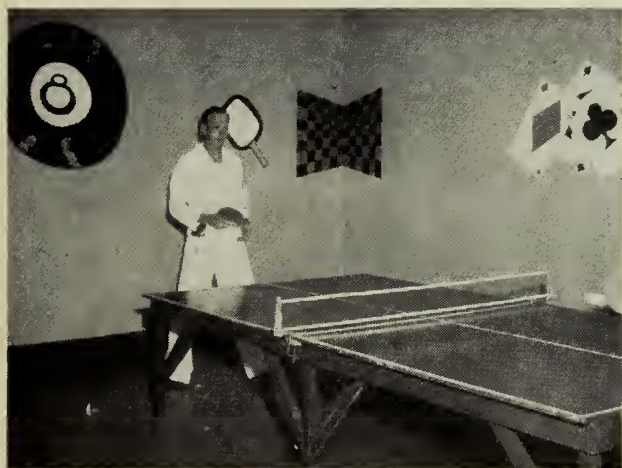


NEW AIRPLANE-TYPE stick controls for subs like *USS Nautilus* shown here will be simulated in a training device.

propulsion of naval aircraft.

- While there is to be no major compromise of other military characteristics in ship construction, the application of nuclear propulsion to all types of surface ships shall be advanced with an appropriate sense of urgency. It is appreciated that higher unit costs and greater unit tonnages may be incurred initially to adapt new construction ships for nuclear propulsion.

- The nuclear powered submarine program shall be expedited. Consistent with industry's ability to support the program, nuclear propulsion shall be provided in all types of new construction submarines for which nuclear power offers distinct over-all military advantages and where there is reasonable assurance that the ships will be useful throughout their normal life expectancy.



US NAVAL STATION, New Orleans has remodeled EM club. Norfolk Waves have a club, too, (right), named 'Ebbtide.'

THE BULLETIN BOARD

For the 200 Top Winners—A College Education and Commissions

IF YOU'RE AN ENLISTED Navyman under 21 years of age, you may be overlooking the opportunity of a lifetime if you don't investigate the possibilities of qualifying for NROTC.

The Regular Naval Reserve Officers Training Corps offers financial help to enlisted Navy men, as well as civilians and inactive duty Reservists who can show they want to become career officers of the Regular Navy or Marine Corps. It provides up to four years of Navy-subsidized education in one of the 52 colleges listed below.

Of the approximately 2000 candidates selected each year, a quota of 10 per cent — or 200 men — are enlisted Navy men. There's no reason why you shouldn't be among these 200 if you can qualify.

You will be appointed as midshipman in the Naval Reserve upon enrollment in the college of your choice, and will receive retainer pay at the rate of \$50 per month to help you pay your board and room.

The government pays tuition, the cost of textbooks, and other instructional fees. During drill periods and summer cruises, you will wear government-furnished uniforms.

Experience has shown that the retainer pay is, as a rule, not enough to make you financially independent while in college, and that usually an additional \$100 to \$600 per year, depending on you and the college, is necessary to meet all expenses. You may, if you wish, take a job which does not conflict with your NROTC and academic activities.

While in college you may take any course leading to a baccalaureate or higher degree with the exception of the following: Premedicine, medicine, predental, dentistry, preveterinary, veterinary medicine, pretheological, theology, pharmacy, music or art.

You must include 24 semester or equivalent quarter hours of naval science, and must complete mathematics through trigonometry and one year of college physics by the end of the sophomore year, and you must show proficiency in English.

It is the present policy of the Navy

to grant one year's leave of absence to NROTC students who undertake engineering or other 5-year courses, provided they will not pass the 25th anniversary of their birth on 1 July of the year in which the requirements for a degree are completed, and they become eligible for appointment to commissioned grade. During this period of leave, they do not receive a subsidy from the government.

You will be required to participate in two summer cruises and one summer period of amphibious and aviation indoctrination, each of approximately 8 weeks' duration.

Enlisted personnel on active duty undergoing instruction in an officer candidate program such as the Naval Aviation Cadet Program, except students enrolled in the Naval Preparatory School, are ineligible to apply for the NROTC while retaining their officer candidate status.

Upon graduation, you are commissioned either as ensign, USN, or as second lieutenant, U. S. Marine Corps, and are ordered to active duty for three years. If you apply for, and are qualified, you may receive immediate assignment to flight training which will open to you a career in naval aviation. Again, you may be commissioned in one of the staff corps of the Navy.

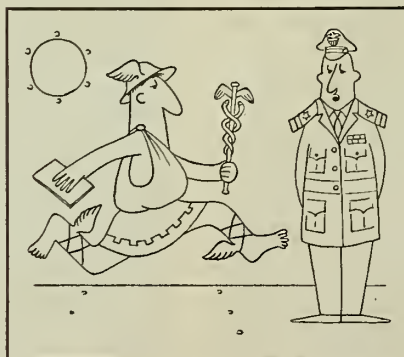
During the third year of active duty, you may request retention. Those who apply will be screened, and if selected within the authorized strength established at the time, will continue their careers in the Regular

Navy or Marine Corps. Otherwise, at the expiration of your three years of active duty you will be transferred to the Naval or Marine Corps Reserve and will be ordered to inactive duty to fulfill the remainder of your eight-year obligation.

If this brief description of the program convinces you, here's the information you will need.

Eligibility requirements are described in Articles C-1202 and C-1204 of the *BuPers Manual*. Briefly, they state that:

- You must have reached your 17th but not your 21st birthday on 1 July of the calendar year in which you enter the program. As you are a member of the naval service, the upper age limit will be waived if you have previous college credits, provided you will not have reached your 25th birthday by 1 July of the year in which you complete four years of college. To establish this waiver, you will have to submit a college transcript.
 - You must be on an enlistment or extension of an enlistment which will not expire before 1 September of the year in which you will enter college.
 - You must be a high school graduate or possess the equivalent educational background or high school certificate which is acceptable for admission to an NROTC college or university.
 - You must be a male citizen of the United States.
 - You must be unmarried and agree to remain unmarried until commissioned.
 - You must be of good moral character, must have potentialities for leadership and must be recommended by your commanding officer.
 - You must be physically qualified. (More about this below.)
- If you don't have a high school diploma, and are able to pass the USAFI General Education Development Test battery, high-school level, with a minimum average standard score of 45 on the five GED tests, and no score below 35 on any one of



"Er, Peters . . . aren't you carrying this courier duty a little too far?"

the five tests, this will be considered as the full equivalent of high school graduation.

Bear in mind that if you will have reached the 21st anniversary of your birth on 1 July of the year in which you are enrolled in the program you will be ineligible to apply, unless you have previous college experience. You must be able to establish one year of acceptable college credit for each year over 21. In general, 30 semester hours (or 45 quarter hours) of college credit are necessary for each year.

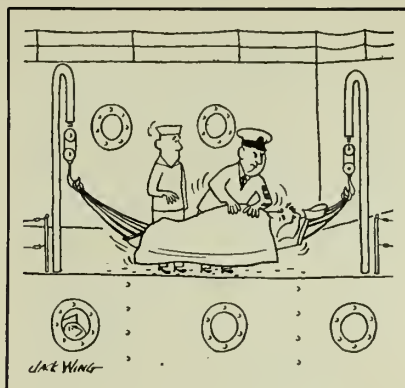
BuPers Inst. 1111.4B establishes the procedures to be used in nominating qualified enlisted personnel on active duty, for participation in the Navy College Aptitude Test. This servicewide examination, which is conducted annually in December, plus your physical examination, is the controlling factor in determining whether or not your application will be given further consideration. Much of the material in the instruction is administrative in nature. Nevertheless, it contains considerable matter of direct interest to you.

It provides that a preliminary screening be held to insure that only those persons motivated with a sincere desire for a career as an officer in the Regular service be considered for an NROTC appointment. In determining your leadership qualities and suitability, your maturity will be considered in comparison with other NROTC candidates in your age group for a potential as a commissioned officer after completion of a four-year naval college training program.

It is emphasized that separation from the Regular NROTC for most reasons will mean a concurrent transfer to a Reserve component in your previous enlisted rating until you fulfill the additional service obligations for which you are liable under the provisions of the Universal Military Training and Service Act.

You will be given a physical examination conducted by two medical officers. The final determination of your physical qualifications is subject to a review and decision by the Chief, Bureau of Medicine and Surgery and the approval of the Chief of Naval Personnel.

Nominations are received from all commands annually, commencing 1



August. The final deadline date this year for receipt of all nominations in the Bureau of Naval Personnel will be 19 October.

Applicants for the program this year should take immediate steps to complete requirements before the deadline.

If you are considered qualified, your commanding officer will receive a copy of your Navy College Aptitude Test before the national test date in December.

If you make a passing score in the examination, it will be published in March. Individual notification will not be sent to those who were unsuccessful in the examination.

Briefly, that's the information available at this time. If you haven't had the official word at your ship or station, ask your personnel officer about it. You'll find him interested and eager to help you. Meanwhile, good luck.

Here's a list of the universities and colleges where NROTC units are established:

Alabama Polytechnic Institute
Bryn Mawr University
California, University of
California at Los Angeles, University of
Colorado, University of
Columbia University
Cornell University
Dartmouth College
Duke University
Georgia Institute of Technology
Harvard University
Holy Cross, College of the
Idaho, University of
Illinois Institute of Technology
Illinois, University of
Iowa State College of A. & M. Arts
Kansas, University of
Louisville University of
Marquette University
Miami University
Michigan, University of
Minnesota, University of

Mississippi, University of
Missouri, University of
Nebraska, University of
New Mexico, University of
North Carolina, University of
Northwestern University
Notre Dame, University of
Ohio State University
Oklahoma, University of
Oregon State College
Pennsylvania State University
Pennsylvania, University of
Princeton University
Purdue University
Rensselaer Polytechnic Institute
Rice Institute
Rochester, University of
South Carolina, University of
Southern California, University of
Stanford, University of
Texas, University of
Tufts College
Tulane University
Utah, University of
Vanderbilt University
Villanova University
Virginia, University of
Washington, University of
Wisconsin, University of
Yale University

Boards To Meet On Accelerated Promotion Program For LTJGs

Lieutenants (junior grade) with four years of commissioned service will be considered for promotion to the grade of lieutenant by line and staff corps selection boards scheduled to meet in October and November. Previously, the minimum of commissioned service was five years.

This policy, approved by the Secretary of the Navy in July, enables officers with dates of rank of 30 Dec 1953 or earlier to be included in the promotion zone. This will mean a minimum of 2½ years in grade for promotion to lieutenant. However, promotions will still be made on a vacancy basis.

It is anticipated that this move will reduce to some extent the present shortage of senior grade lieutenants by promotion of those officers who, in practice, have already assumed greater responsibilities.

Women Officers Selected For Promotion To LCDR

The President has approved selection board reports recommending four Regular Navy women officers for promotion to the grade of lieutenant commander. Two of the selectees are Supply Corps officers, and two are in Medical Service Corps.

Latest List of Motion Pictures Ready for Distribution to Ships and Overseas Stations

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in June.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

You Know What Sailors Are (300) (T): British Comedy Satire; Akim Tamiroff, Donald Sinden, Sarah Lawson.

It Came From Beneath The Sea (301): Science Fiction; Faith Dom-



"So I figures, who am I to say no?"

ergue, Kenneth Tobey.

The Violent Men (302) (T): Western; Barbara Stanwyck, Glenn Ford, Edward G. Robinson, Dianne Foster, Brian Keith, May Wynn.

Blackboard Jungle (303): Drama; Glenn Ford, Anne Francis, Louis Calhern, Margaret Hayes.

Captain Lightfoot (304) (T): Adventure Drama; Rock Hudson, Barbara Rush, Jeff Morrow.

The Silver Chalice (305) (T): Biblical Drama; Virginia Mayo, Pier Angeli, Jack Palance.

Mad At The World (306):

Drama; Frank Lovejoy, Keefe Bras-selle, Cathy O'Donnell.

Jump Into Hell (307): Story of Dien Bien Phu; Jack Sernas, Kurt Kasznar.

Night At The Opera (308) (Re-issue): Comedy; Marx Brothers.

Marty (309): Drama; Ernest Borgnine, Betsy Blair, Esther Min-ciotti.

Canyon Crossroads (310): West-ern; Richard Basehart, Phyllis Kirk.

Wyoming Renegades (311) (T): Western; Phil Carey, Martha Hyer, Gene Evans.

The Eternal Sea (312): Bio-graphical story of Rear Admiral John M. Hoskins, usn; Sterling Hay-den, Alexis Smith, Dean Jagger, Ben Cooper, Virginia Grey.

End Of The Affair (313): De-borah Kerr, Van Johnson, John Mills.

Five Against The House (314): Melodrama; Guy Madison, Kim Novak, Brian Keith.

I Cover The Underworld (315): Melodrama; Sean McClory, Joanne Jordan.

Chief Crazy Horse (316) (T): Western; Victor Mature, Suzan Ball, John Lund.

A Star Is Born (317) (T): Musi-cal Drama; Judy Garland, James Mason, Jack Carson, Charles Bick-ford.

White Christmas (318) (T): Musical; Bing Crosby, Danny Kaye, Rosemary Clooney, Vera Ellen.

Santa Fe Passage (319) (T): Western; John Payne, Faith Dom-ergue, Rod Cameron.

Bringing Up Baby (320) (Re-issue): Comedy; Katherine Hep-burn, Cary Grant.

The White Orchid (321) (T): Adventure Drama; William Lundig-an, Peggie Castle.

Chicago Syndicate (322): Gang-ster Melodrama; Dennis O'Keefe, Abbe Lane.

Shotgun (323) (T): Western; Sterling Hayden, Yvonne DeCarlo, Zachary Scott.

Top Of The World (324): Alas-kan Adventure Drama; Dale Robert-son, Evelyn Keyes, Frank Lovejoy.

Three For The Show (325) (T): Musical; Betty Grable, Jack Lem-mon, Marge and Gower Champion.

Rage At Dawn (326) (T): West-ern; Randolph Scott, Forrest Tucker, Mala Powers.

From CPO to WO, via Gunnery Electronics and Guided Missiles

"There's gold in them thar schools and special programs," says Warrant Officer Kenneth R. French, usn. In his studies during the last five years as an enlisted man, he received expert training in two highly important fields, changing his rate twice while doing so. Then his rate was changed for a third time—he discovered his name on one of the latest lists of CPOs who were promoted to war-rant status.

Gunner French started looking into the Navy's special programs back in 1949 when he decided to branch out into the electronics school. As a chief gunner's mate he attended a 42-week ET school in preparation for a change of rate into the ever-widening field of electronics.

In 1952 he attended a Class B electronics school and emerged as an ETC, with an intense interest

in the field. About that time the announcement of the guided mis-sileman rating was released and the chief's ears picked up the rumor that men were needed to apply for duty in this new rate.

Accordingly in 1953 he applied for and was assigned to a five months' school at the U. S. Naval Guided Missile Training Center at Point Mugu, Calif. Upon gradua-tion from that school he became a GSC.

His well rounded background and schooling paid big dividends recently when he was notified of his selection to warrant officer. At that time he was stationed with U. S. Naval Guided Missile Unit 52 in Chula Vista, Calif. He has since been transferred to uss *Pitts-burgh* (CA 72) as an interim as-signment pending commissioning of a ship in which his special training can be put to full use.

Virginia City (327) (Re-issue): Western; Errol Flynn, Miriam Hopkins.

East of Eden (328) (T): Drama; James Dean, Julie Harris, Raymond Massey, Richard Davalos.

Geronimo (329) (Re-issue): Indian Adventure; Preston Foster, Ellen Drew.

Mildred Pierce (330) (Re-issue): Drama; Joan Crawford, Jack Carson, Ann Blythe, Zachary Scott.

City of Shadows (331): Drama; Victor McLaglen.

This Island Earth (332) (T): Science-Fiction; Rex Reason, Faith Domergue, Jeff Morrow.

Change to Quals Manual Affects Many Ratings

Change 4 of the *Manual of Qualifications for advancement in Rating*, (NavPers 18068 Revised), has been distributed to all ships and stations. This *Manual* is now entirely unclassified and even "For Official Use Only" has been removed from the title page. Important changes are:

- In the Deck Group, qualifications have been added to the Radarman (RD) rating to increase responsibility for electronic maintenance and to include responsibility for electronic countermeasures equipment.

- In the Ordnance Group, qualifications have been added to the Mineman (MN) rating to assign responsibility for mine firing mechanisms. In addition, qualifications are published for the first time for the new emergency service rating of Fire Control Technician G (FTG).

- In the Administrative and Clerical Group, qualifications have been added to the Radioman (RM) rating to increase responsibility for electronic maintenance and to include responsibility for electronic countermeasures equipment.

- In the Engineering and Hull Group, qualifications for the Damage Controlman P (DCP) emergency service rating have been deleted since the DCP rating has been eliminated and the painting qualifications were added to the BM rating in a previous manual change.

- In the Aviation Group, the exclusive emergency service rating of Airship Riggers (ESA) has been eliminated and qualifications for the new emergency service rating of Aviation Boatswain's Mate A (ABA)

Broadway Show—Paris Models Visit Navy Ships in Med

Showtime on shipboard has hit a new cultural level — or at least a different one — for the attack transports *uss Monrovia* (APA 31) and *Sanborn* (APA 193). While moored in Marseille, France, recently, their crews were treated to: 1) music by members of the "Porgy and Bess" operetta cast; and 2) a showing of the latest feminine fashions by Paris fashion salons.

Operetta on a hatch cover may sound odd, and it's certainly different from the usual Happy Hour fare, but "SRO" was the order of the day, with APA sailors and embarked Marine passengers covering every available bit of space from the signal bridge to the hatch coaming. Some 25 members of the all-Negro Stateside troupe drew storms of applause with a combination of group singing and individual numbers (including solos from the Gershwin-Ferber operetta).

The Navymen were entertained just before the troupe left Marseille for appearances in Rome and

Turin, Italy. The U. S. government-sponsored group already had won critical acclaim in Egypt, Israel, Germany, Italy, England, Spain and Yugoslavia before the sailors added their seal of approval.

The sight of attractive mademoiselles sporting the latest Paris fashions is perhaps even more odd than operetta aboard a Navy ship. But the fashion show, under sunny Marseille skies, drew another capacity audience. And, according to the young lady who described the fashions, there was only one hitch.

It seems that dress buyers rarely pay attention to anything more than the dresses being shown. The models naturally expected somewhat more personal attention aboard a U. S. Navy ship—and all they were getting was applause as polite as any to be heard in the Paris salons.

At least, that's all they got until word went around that the French misses were really angling for a few American-style wolf whistles.

(Airship Riggers) have been added.

In addition, these changes have been made: 1) qualifications for the emergency service rating of Aviation Ordnanceman F (AOF) have been eliminated since AOF was removed from the rating structure; 2) visual standards for the Air Controlman (AC) rating have been modified; 3) certain transport airman duties have been added to the qualifications for the Aviation Storekeeper (AK) rating and to the qualifications for Airman along with the disestablishment of

the exclusive emergency service rating of Transport Airman (EST).

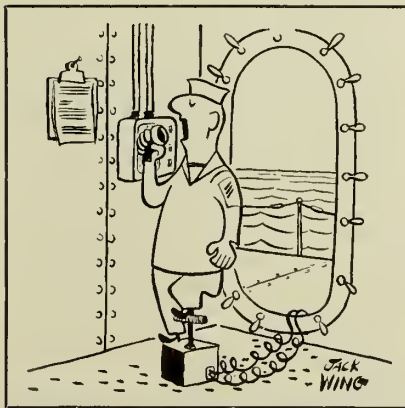
Special Services Personnel Keep Informed Via Newsletter

The "Special Services Newsletter" is now being sent to all ships and stations. The Newsletter contains information on sports and recreation of Navy-wide application.

A recent issue, for example, had articles on Olympic tryouts for Navymen and results of Navy competition in Pan-American games. Other issues have material on the All-Navy Talent Contest, All-Navy Comic Cartoon Contest, supplemental information on latest Bureau notices and directives, and so on.

The Newsletter is intended to reach not only commanding and executive officers, but athletic officers, members of the Enlisted Recreation Committee and the Recreation Council, as well as the Special Services officer.

Official correspondence concerning items appearing in the Newsletter, or about non-receipt of issues, should be addressed to Chief of Naval Personnel (Attn: Pers G-11).



"Now here this! . . . Now hear this!"

Broken-Service Versus Continuous-Service Reenlistments

AS AN ENLISTMENT DRAWS to an end there are always questions to be answered. "Ship over or leave the Navy?"—that's the basic one. The man considering the first alternative has another question to decide. "Ship over without much delay or wait a while?" is about the sum of it.

At the base of this question is the old argument of broken-service reenlistments versus continuous-service reenlistments. The selection can make a considerable difference: (1) during the *days* right after discharge, and (2) during the *years* of the next enlistment.

Continuous service reenlistments are those made within three months after discharge. Broken service reenlistments are those made later than three months after discharge.

In practically all cases a continuous service type is the more advan-

tageous. The main reason lies in the benefits that go with it. Among them: Reenlistment bonus (payable only when member reenlists within 90 days), retention of rate, duty-assignment options, reenlistment leave and lack of restrictions on number of dependents, for personnel in lower pay grades. Not all of these benefits apply to broken service reenlistments.

Each of the above-named benefits is "spelled out in the book." One particular benefit is not spelled out in the books, but it has a value as great as any of these—a value based on time.

Young Retirement — One of the most highly valued rewards of a full naval career is "young retirement." Under the present system a man can retire from active duty and enter the Fleet Reserve after 19 years and six months of active naval service.

The man who reenlists within a minimum period—in other words, who ships over within 24 hours of discharge—can phase in his "19 and six," starting the day he first joined the Navy. This same method works for retirement after 30 years' service.

Retention of Rate — Reenlistment under continuous service means returning with the rate held at discharge. Regardless of whether a man held his rate for two weeks or two years he'll have the same rate after sewing on his hashmark.

Except for those petty officers in the open rates, however, a broken service reenlistment means returning in a lower pay grade. Men in open rates have up to a year. Another exception: E3s and below return in their previous grade under either type reenlistment.

But for petty officers in rates not "open," a broken service reenlistment means coming back in with a lower grade. Here is a breakdown on such rates in two petty officer grades. PO-3s (E-4s) shipping in more than three months after discharge return as E-3s. After three months and up to two years PO2s return as PO3s. (And all PO2s—ones with open rates, too—reenlisting more than two years after discharge also return as E-3s.)

Aside from the obvious loss in basic pay and allowances, returning in a lower pay grade often involves other losses—losses not always readily apparent. Hit by these losses are married men who *had held* petty officer grade. Eligibility for dependents' transportation and for shipment of household effects is lost by the former PO3—now an E-3—who reenlists after three months. It is also lost by the former PO2 who waits more than two years. In the case of ex-PO3s with a four-year cruise behind them, it is a matter of "just missing the boat." By shipping over sooner they would, for the first time, have become eligible for these benefits. Reason: they *had held* the necessary pay grade and had just completed these required service.

Dependents — "No dependency restriction" is another feature of continuous service reenlistment. In other words, in no case does there enter into the picture the subject of how many dependents a continuous serv-

WAY BACK WHEN

The Rockets of Hero and Wan Hah

Jet aircraft roaring across the sky still cause people to stop, stare and marvel at "this new invention." But is it? A little investigation into the subject of jet power will disclose that while the frame that surrounds the jet engine is something new, the idea behind jet power is very old.

An early reference to the theory behind jet propulsion can be found in "Pneumatics", written by Hero, (Heron of Alexandria) who lived sometime between the second century B.C. and the third century A.D. The written works of Hero list many inventions and among them was one called an "Aelophile," which used escaping steam to create motion. While Hero lacked modern day fuels, his whale principle is much the same as that in use in today's jet engines.

It was a long time after Hero's day before man got up the courage to attempt use of jet power in contralled flight. Yet it wasn't so long as you might think. Some time in the 13th century a Chinese named Wan Hah made what is generally recognized by the experts as the first attempt. Using gunpowder, Wan Hah constructed a device he thought would be able to fly.

His contraption consisted of a frame on which he mounted several highly charged gunpowder rockets. He then attached a kite to each arm. The kites were to keep him aloft once the rackets had shat him off the ground.

Complete details on what happened are vague, for Wan Hah never got to write his account of the experiment. Before a large



crowd, he assembled his apparatus and prepared to depart. The rockets were fired and Wan Hah, along with his flying machine, rackets and kites, disappeared in a blinding mass of smoke and flame.

Sad to relate, Wan Hah didn't go up, but when the smoke cleared he was gone. He might be considered to be the first martyr in the attempt of man to probe the sky in a piloted, racket-powered aircraft.

In the years since Wan Hah's demise, man has used rocket power in various ways, but it wasn't until World War II that it was developed to a point where he could control it for use in power flight. While those who marvel at the new jet's have reason for amazement, it isn't because of the newness of the idea, but at man's ability to harness such a power.

ice reenlistee may have. This holds whether a man reenlists as an E-3 or CPO. However, those shipped in as E-3s or below under broken service are ordinarily limited to one dependent. To reenlist with two or more dependents a waiver must first be obtained from the Chief of Naval Personnel.

Duty Assignment Options — The new program in which reenlistees may indicate duty preferences now forms one of the major differences between a broken service and a continuous service reenlistment. This program—entitled “Reenlistment options and assignment to duty of enlisted personnel”—indicates the value the Navy places on continuous service.

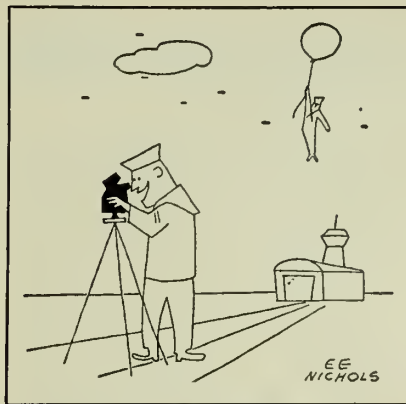
In general, the great majority of those who reenlist for three or more years under continuous service have at their disposal one, and in some cases two, of a total of three options in selecting a future duty assignment. Certain guarantees go with these choices. On the other hand, those who re-up under broken service are “transferred to an activity for general detail” from the recruiting station where they reenlisted. They receive no guarantees as to duty assignment.

Continuous service reenlistees also have some selection in their place of reenlistments. The man who ships over within 24 hours does so on board his permanent ship or station or at the separation center. After 24 hours he ships over at a recruiting station.

Regardless of where he ships over, he is entitled to select a duty assignment option. A total of three options are on hand for enlisted men; one option is available for enlisted women. The first two options are best for those men who desire to continue on in their present units. The third is best for those men who want a change of duty—and a hand in picking that new duty.

• **Option One** provides “assurance of at least 12 months on board the Fleet unit in which serving.” This option is not available for men in *non-rotated* ships, craft, staffs and aviation squadrons. What it does take in are the far greater number of men in the far more numerous *rotated* ships, staffs and aviation squadrons.

• **Option Two** provides “assur-



“Hey, wanna see something funny?”

ance of a normal tour of duty.” The man to whom this applies is the one serving in an activity or command which has an allowance for his rating and for which a normal tour has been prescribed. The great majority of men serving in a tour of Bureau and Fleet shore duty are covered in this option.

• **Option Three** is somewhat more detailed. It involves the assurance of at least 12 months’ duty in a Fleet command having a home port in the continental U. S.—either Atlantic Fleet or Pacific Fleet. While choice of Fleet is guaranteed, assignment to a particular unit, activity or locality is not. However, the reenlistee further indicates four duty preferences within the Fleet. He does this by listing any combination of ship type, home port and geographical area. Are these preferences honored? The record says “yes.” A recent survey of assignments under this option showed that more than 90 per cent were granted their first preference; that eight out of 10 of the remainder got their second preference. Everyone was assigned the Fleet chosen since this had been guaranteed.

Reenlistment Bonus—Most clear-cut of the monetary differences between the two type reenlistments is the bonus. Those who ship over within 90 days receive it. Those who ship over after 90 days do not. These bonuses can amount to a sizable sum. The PO3 ending his “first four” enlistment who ships for six receives \$842.40. Under the same conditions, a man in pay grade E-3 receives \$702; a PO2 receives \$982.80.

Counting Service—Advancement in rating calls for certain “service re-

quirements in next lower pay grade.” For example: E-3 to E-4, six months; E-4 to E-5, 12 months; E-6 to E-7, 36 months. This service must be continuous. If a man ships over under continuous service conditions he may count his past service in the “next lower pay grade.” Shipping over under broken service conditions, however, he must start from scratch.

Pretty much the same system works for the sea/shore rotation programs—whether Bureau Shore Duty or Fleet shore duty. Amount of sea duty is the major factor in fixing the relative standing on the shore duty waiting lists. And too, there are certain sea-service requirements which must be met before a name can even be placed on the list. In both cases it is a matter of starting from scratch with a broken service reenlistment or of counting the last enlistment’s sea duty time with a continuous service reenlistment.

Leave and Lump Sum Payment — There is a certain variable time-and-money aspect bearing upon the subject under discussion. Not strictly a matter of continuous service versus broken service, it is more on the order of quick reenlistments versus delayed reenlistments. Involved are the periods of time at, or shortly after, the end of an enlistment.

When it gets down to brass tacks, a man thinking about reenlistment has only certain choices at, or after, the end of his cruise. First are the time periods. He may reenlist immediately—within 24 hours. He may reenlist within 30 days (maximum number of days in which to obtain reenlistment leave). He may reenlist within three months — continuous service or after three months — broken service.

The second group of choices involves leave and payments. If he has leave on the books at the end of his enlistment, he may, (1) take a lump sum payment for unused leave not to exceed 60 days, or (2) receive it as reenlistment leave. With enough leave on the books and by shipping over within 24 hours he is eligible to receive up to 60 days’ leave. With 30 days’ advance leave added, the possibility of receiving up to 90 days’ leave exists. With no leave on the books he may still take leave—advance leave of up to 30 days.

Those, in brief form, are the possible alternatives. Despite the fact

that all these alternatives are at work there is a common tendency to accept what is probably the most obvious one. This, of course, is to take a cash payment for unused leave and to "take a break" of a few weeks or months in order to look around on the outside. A closer look at this procedure raises some interesting points. True, the cash payment can amount to a pretty good amount. But in essence it's a matter of selling time for money—of swapping off up to 60 days' leave for up to 60 days' basic pay.

On the other hand, by reenlisting first and then taking the leave the benefits are greater. During each day of the leave both basic pay and allowances are accumulating on the pay record. What's more, the days of leave are counting toward the new enlistment, toward both time-in-grade requirements needed for advancement multiples, and toward the total active service needed for retirement.

Reenlistment time traditionally is leave time. But if money is the prime factor there is a combination of the above alternatives that offers a form

of double-time pay. This is done by reenlisting immediately and by taking payment for unused leave.

Time and money are not the only factors involved during the end-of-enlistment period. Protection enters the picture, too. The fact that a man is on leave in no way denies him the same various forms of protection for self and dependents he would be entitled to in a day-for-day duty status. Included here are such items as: hospitalization, legal assistance, medical care, compensation for service connected disability and Serviceman's Indemnity. It is true that "between enlistments" a man would have some protection as a veteran, but this protection does not begin to compare with that held by the man on active duty.

"Early Reenlistments"

Up to this point the reenlistments discussed have been those occurring at, or after, the normal expiration of enlistment. "Early reenlistment" is a term that arises now and then when the subject of shipping over is at hand. For several years this term meant reenlisting up to three months early under somewhat specialized conditions.

On 19 Jan 1955, the term was given a new and broader meaning. (see also BuPers Inst. 1133.4) Alnav Two authorized discharges up to one year "prior to normal expiration of enlistment FOR PURPOSE OF IMMEDIATE REENLISTMENT."

As the capitalized words indicate, broken service is not part of the question here. This definition makes early reenlistment a form of continuous service reenlistment. As with so many other parts of the whole reenlistment picture, time is the main theme.

There are two types of early reenlistment. Type A takes in those who reenlist up to three months "early." Type B takes in those who reenlist from three months to one year "early." Among the earlier listed benefits that both types of early reenlistment have in common with the regular form of reenlistment are: reenlistment bonus, reenlistment leave, and, to a certain degree, duty assignment options. Here the similarity ends.

Early reenlistments in all cases are for four or six years only. Whereas under other types, men shipping

over for the first time have the choice of four-year, six-year and two-year and three-year periods. In addition, early reenlistments may be made only at duty station where paid off.

But there are also certain differences between Type A and Type B. Only Type A (up to three months early) features the mileage allowance. (Six cents a mile from the place where paid off to home of record or place where enlistment began, either choice . . . and actual travel need not be performed.) Then too, only Type A features all three duty assignment options — Type B having options One and Two but not Option Three. The final feature of Type A reenlistment not held by Type B is the lump sum payment for unused leave.

On the face of it, there is more to be gained by waiting until the normal expiration of enlistment. To put the question another way: "What's the advantage of an early reenlistment?"

The big answer is convenience. And not just the convenience of having a couple hundred extra days to choose from for shipping over purposes.

Early reenlistments offer the convenience of being able to fulfill obligated service requirements. There are three major cases in which this would be applicable. First is service required to attend a Navy school or course. Second is service required for a tour of Stateside or overseas shore duty. Third is service required in order to make a desired cruise.

Then too, there is the convenience, under an early reenlistment, of being able to collect a fistful of money at an earlier date.

Energy Generates

Century of Good Conduct

A century of 4.0 conduct was honored at ceremonies on board USS *Energy* (MSO 436) at the Long Beach Naval Shipyard.

Twenty men, representing one-third of *Energy's* crew, were presented with Good Conduct Medals or bronze stars in lieu of second, third and fourth awards. Two CPOs, Louis H. Fraley, EMC, and Henry L. Withers, BMC, were recipients of their fourth good conduct award.

Others who brought good conduct awards up to the century mark were: Paul H. Drake, IC2; Lewis E. Clanton, BM1; Robert J. Sloan, RM1; Ralph J. Sage, DC2; Billy R. Randolph, EM1; Emmett E. Burgess, CS1; William H. Chappell, RM1; Ralph J. Wagner, RD1; Donald R. Lehman, HM1; Chris Lemen, QM2; Richard E. Boynton, EN2; Eugene D. Brown, EM2; Victor H. Longmore, FP2; Denver Alday, YN2; Walter L. Kurtz, SK2; Anthony J. Grecco, GM3; Emmett D. Miller, ET3 and Henry J. Godbehere, SN.

One-Quarter Million Hours Instruction Sets Record

During fiscal 1955 all previous station flight records were broken at NAAS Whiting Field Pensacola, Fla., when 2,729 student pilots completed the primary phase of their flight training.

To qualify, the students completed 255,082 instructional flight hours in SNJs. Whiting flight instructors flew 130,987 flights with their students and were aloft 180,432 hours.

Training was accomplished during 160 flying days in the year.

TAR Reservists May Enlist or Reenlist in Regular Navy, Open Rates Keep Same Pay Grade

Reserve Navymen on active duty with the Regular Naval Establishment or on active duty in billets assigned to the Training and Administration of Reserves (TAR) may enlist or reenlist in the Regular Navy under conditions outlined in BuPers Inst. 1130.4B.

Naval Reservists serving in rates which are considered to be "open" are, if otherwise eligible, permitted to enlist or reenlist in the Regular Navy in the pay grade they now hold, provided they are recommended by their commanding officer and their application is approved by the Chief of Naval Personnel.

"Open" rates are those rates in which the number of personnel on board, (on a servicewide basis) is short of the allowance requirements and normal advancement in rating may not supply the necessary personnel in these rates. Naval Reservists serving in one of the following open rates (or in a related emergency service rate) may submit applications via their commanding officers to the Chief of Naval Personnel (Attn: Pers B234) for enlistment or reenlistment in their present pay grade:

- *Chiefs, first, second and third class petty officers* in the following ratings: Radarman, sonarman, guided missileman, mineman, teleman, radioman, communications technician, aviation fire control technician, and aviation guided missileman.

- *First, second and third class petty officers* in the following ratings: Quartermaster, fire control technician, electronics technician, journalist, draftsman, musician, machinist's mate, boilerman, electrician's mate, I. C. electrician, patternmaker, surveyor, construction electrician's mate, driver, mechanic, builder, steelworker, utilities man, aviation electronics technician, aviation electrician's mate.

- *Second and third class petty officers* in the following ratings: Torpedoman's mate, gunner's mate, instrumentman, opticalman, yeoman, personnel man, machine accountant, storekeeper, disbursing clerk, commissaryman, ship's serviceman, lithographer, engineman, machinery repairman, metalsmith, pipefitter, damage controlman, molder, aviation ma-

WHAT'S IN A NAME

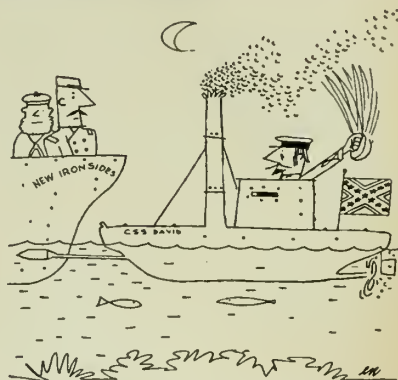
Sea-Going David, Giant Killer

The Confederate torpedo-boat *David* first appeared on the scene of naval history on 5 Oct 1863, when it tarpedaied the Federal Ship *New Ironsides* off the coast of Charleston, S. C. A few months later, *Hausatanic* was sunk from a similar attack by a submarine boat that was also referred to as a "David." These two incidents pioneered the success of a new type of warfare that became highly developed in later years. They also serve to illustrate the remarkable resourcefulness of the Confederate Navy under severe handicaps.

The original *David*, from which subsequent Confederate torpedo-carrying craft derived the name, was a cigar-shaped boat of about seven feet in diameter and 50 in length, propelled at about seven knots by a steam engine driving a screw propeller. Most of the boat was submerged, the part above water including little more than the central cockpit surrounded by a vertical bulwark rising about two feet above the hull. Just forward of this little superstructure the short smokestack also rose through and above the hull.

The copper torpedo containing 65 pounds of powder, designed to explode on impact with a hostile ship, was carried at the end of a long pole extending under water beyond the bow.

In her first engagement *David* got within 300 yards of the Federal ship *New Ironsides* before being discovered. Then with Lieutenant W. T. Glassell in command, *David* continued ahead at full speed into the great ironclad, the torpedo exploding near the stern in contact with her hull. A column of water was instantly thrown up by the concussion and, falling on *David*, entered through her smoke-pipe and hatch and drenched the fires. The boat itself was badly



shaken by the collision and the engine stalled by a piece of iron ballast flying between two moving parts. Thus disabled and endangered by a hail of rifle fire, Glassell ordered the craft abandoned, and all hands jumped overboard.

The captain and fireman were afterwards taken from the water by Federal boats and made prisoners. However, the engineer, J. H. Tomb, decided to swim back to *David* as she drifted away from *New Ironsides* in the midst of wild fire from nearby vessels. He found the pilot, who could not swim, still clinging to *David's* side and the two together then climbed aboard, hastily got the machinery in order. They proceeded in safety back toward Charleston unobserved, although passing within a few feet of the monitor. At first *New Ironsides* seemed little damaged and there was a tendency of the Federal fleet to ridicule the attack. However, the danger of the new menace became apparent to everyone when further examination revealed extensive underwater leaks in the monitor that could only be repaired at a Navy yard.

chinist's mate, aviation ordnanceman, air controlman, aviation boatswain's mate, aviation structural mechanic, parachute rigger, aerographer's mate, tradevman, aviation storekeeper, photographer's mate, hospital corpsman, and dental technician.

Naval Reservists NOT serving in "open" rates may, if otherwise eligible, enlist or reenlist in the pay grade listed in the following table. In the case of petty officers this pay grade is lower than that in which they are serving in the Naval Reserve:

Pay Grade in which currently serving
Pay Grades E-7 and E-6

Pay Grade E-5

Pay Grade E-4

Pay Grades E-3, E-2 and E-1

Rate in which enlistment or reenlistments in USN may be effected

The pay grade E-5 rate of the related general service rating.

The pay grade E-4 rate of the related general service rating.

The pay grade E-3 rate of the general apprenticeship that forms the path of advancement to the rating held in the Naval Reserve.

The rate held at time of discharge from the Naval Reserve.

Roundup of New Legislation of Interest to Naval Personnel

HERE ARE THE HIGHLIGHTS of the legislative action taken by the 84th Congress during the past few months which is of interest to naval personnel.

This summary includes those bills which have become Public Law since the last round-up in ALL HANDS June 1955, p. 57. Bills which were listed as introduced in that and previous issues and on which no further action has been taken, are not listed.

Reserve Officer Personnel Act Amendments—Public Law 115 (formerly S 1718): Clarifies and makes technical amendments to the Reserve Officer Personnel Act of 1954 (ROPA).

Draft Law—Public Law 118 (formerly HR 3005): Amends the Universal Military Training and Service Act. Extends the general induction authority to 1 Jul 1959; extends the Dependents Assistance Act to the

same date; extends the doctors draft authority to 1 Jul 1957 but reduces liability to age 45. It also amends the Career Compensation Act to extend the special pay for doctors and dentists to those entering on active duty prior to 1 Jul 1959.

Missing Persons Act—Public Law 122 (formerly S 2266): Extends the provisions of the Missing Persons Act for one year until 1 Jul 1956.

Free Importation—Public Law 126 (formerly HR 5560): Extends for three years the exemption from customs duties on household and personal effects brought into the U.S. under government orders. The Act provides for issuance of regulations by the Secretary of the Treasury.

Payment in Advance—Public Law 144 (formerly S 804): Amends the Career Compensation Act to permit the payment in advance of pay

which will accrue to members for the period of travel from last duty station to home, when released from active duty.

Filing for Pay—Public Law 145 (formerly S 800): Repeals the law which established a three-year statute of limitations on the filing with the General Accounting Office of certain claims by members of the Naval Reserve and Marine Corps Reserve. As a result of this repeal, claims now become subject to the general ten-year statute of limitations. Particularly affected are claims for uniform gratuities, several of which have, in the past, been denied solely on the ground that they had not reached GAO within the three-year period.

Physical Requirements—Public Law 146 (formerly S 802): Amends the Universal Military Training and Service Act to provide for the waiver of the final physical examination of an inductee who remains on active duty after completing his induction period.

Designation of Beneficiary—Public Law 147 (formerly S 933): Establishes a uniform procedure for settling of the accounts of a deceased member of the Armed Forces. Authorizes service personnel to designate a beneficiary or beneficiaries to receive the final amount due him him upon death.

Extension of Enlistment—Public Law 153 (formerly S 1571): Permits voluntary extension of enlistment in the Army, Navy or Air Force for a period of less than one year in order to participate in a particular cruise or maneuver.

Waiver of Benefits—Public Law 156 (formerly S 2135): Makes permanent the present temporary law which permits Reserves, who are entitled to receive pensions or other compensation as a result of prior military service, to elect to waive such payments and receive active duty pay when ordered to active duty.

Insurance—Public Law 194 (formerly HR 1619): Amends Servicemen's Indemnity Act to provide for the issuance of a five year level term policy to a person whose Government insurance expires while on active duty or within 120 days after separation.

HOW DID IT START

The Flying Dutchman

The *Flying Dutchman* is a legendary phantom ship that was believed to haunt the seas around the Cape of Good Hope. In the days of sailing ships, seamen used to regard the sight of this specter ship as a very bad omen, bringing with it sudden squalls, shipwrecks, illnesses and other disasters.

There are many legends about the *Flying Dutchman* that have furnished literature, music and motion pictures with much material. Wagner's opera *Der Fliegende Holländer* is based on the story of the *Flying Dutchman*, and it was also the theme of a recent motion picture.

In the most common English version of the *Flying Dutchman* it was believed to be a Dutch ship commanded by a Captain Vanderdecken. He was taking his ship around the Cape when he ran into one of the terrific storms that frequent that region. The crew pleaded with him to turn back and wait out the storm but Vanderdecken was determined to go on. Suddenly a ghost appeared on the masthead and warned him to go back. But the captain vowed that he would continue around the Cape against the wind if it took him until Judgment Day. Evidently Providence took him at his word, for to this day it is said that the phantom ship can be seen sailing against a head wind with all sails set and Vanderdecken and crew now reduced to little more than shadows.

In another legend the *Flying Dutchman* was believed to be a ship carrying a precious cargo from the Indies to Europe when a plague broke out among the crew. Because of the plague, no port would allow the vessel to enter and it was condemned to stay at sea forever.

Because of the unequal refraction of light in the lower strata of atmosphere in the region around the Cape of Good Hope, ships that are actually out of the range of vision sometimes appear to the observer to loom in the distance as if they were just hanging in mid-air. This phenomenon called a "mirage ship" is the *Flying Dutchman* "seen" by Navymen rounding the Cape today.



Family Housing — Public Law 161 (formerly HR 6829): Authorizes money for military public works program, and includes \$250 million for family on-station housing.

Tax Free Gifts — Public Law 190 (formerly HR 5559): Extends the exemption of customs taxes on gifts of a value of up to \$50, sent from overseas by Armed Services Personnel.

Premium Waiver — Public Law 193 (formerly HR 1617): Provides for automatic waiver of premiums for holders of five-year level term policies of National Service Life Insurance who were missing in action, prisoners of war etc., and who had no opportunity to execute the waiver. Gives similar relief to holders of permanent type policies.

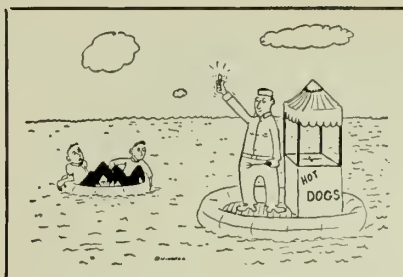
Alaskan Claims — Public Law 197 (formerly HR 3560): Upholds payments of per diem to certain Army, Navy and Air Force personnel previously stationed in Alaska.

On Station Schools — Public Law 204 (formerly HR 3253): Requires that agreement be reached between the Commissioner of Education and the Secretary of the Department concerned, that a local educational agency is able to provide suitable free public education before any on-post school is closed.

Enlisted Subsistence — Public Law 253 (formerly HR 7194): Amends section 301 of the Career Compensation Act to authorize enlisted men who live at home and are entitled to commuted rations to receive an additional 50 cents for each meal they must eat in commercial facilities. This law is retroactive to 15 Apr 1955.

Augmentation — Public Law 308 (formerly HR 2109): Extends authority to augment into the Regular service officers up to the grade of lieutenant in the Navy and captain in the Marine Corps.

Election of Home on Retirement — Public Law 368 (formerly HR 6600): Amends the Career Compensation Act to authorize the transportation of dependents and household and personal effects to a home of selection for any person who is retired for physical disability or placed upon the temporary disability retired list or who, immediately following at least eight years of continuous active duty, is retired for other rea-



"Jones always was a hustler."
—C. W. Keiningham, SK3, USN

sons or separated with severance pay.

Temporary Officer Retirement — Public Law 318 (formerly HR 2112): Authorizes the retirement of temporary officers who complete 20 years of active duty, ten of which is active commissioned service. Its benefits would also extend to those temporary officers who have been transferred to the Fleet Reserve and Fleet Marine Corps Reserve.

Housing — Public Law 345 (formerly S 2126): Gives authorization for a new \$1,363, 500,000 military housing program of 100,000 units for servicemen's families.

Household Effects Storage — Public Law 245 (formerly HR 6277): Authorizes the non-temporary storage of baggage and household effects in commercial facilities whenever such storage is considered to be more economical to the Government.

Sale of Homes — Public Law 384 (formerly HR 2557): Provides that in certain cases of the sale or exchange of a home, military personnel on active duty shall be exempt from certain limiting dates according to the International Revenue Code.

Male Nurses — Public Law 294 (formerly HR 2559): Authorizes the appointment of male nurses and medical specialists as Reserve officers.

Disbursing Officers — Public Law 365 (formerly HR 7043): Provides a permanent and uniform method for relieving disbursing officers of the effect of errors which were not the result of bad faith or lack of due care on the part of such officers.

Dual Compensation — Public Law 239 (formerly HR 5893): Includes Korean veterans under provisions of Veterans Administration Regulation 1(a), which exempts any such veterans retired for physical disability as a result of combat with the enemy or the explosion of an instrument

of war from the limitations on dual compensation. Section 2 of the Act raises the limit from \$3000 to \$10,000 for all retired officers.

Reserve Training — Public Law 305 (formerly HR 7000): Reduces total obligated service of persons entering the service, after the date of enactment, to six years and provides machinery for compelling active participation in the Ready Reserve.

This Act also increases the authorized size of the Ready Reserve from 1,500,000 to 2,900,000 and authorizes the President to order to active duty up to 1,000,000 members of the Ready Reserve without specific Congressional permission.

Aviation Officer Candidate Program Gets Under Way

Twenty-two young college graduates from over the nation began the first class of the newly established Aviation Officer Candidate program, at Pensacola, Fla., this summer.

Their preliminary training is four months' pre-flight and general indoctrination at Pensacola.

Upon successful completion of this four-month period they will be commissioned ensigns in the United States Naval Reserve and will then begin about 14 months of flight training. Their period of obligated active Naval service after flight training is two years.

Here's a Father-Son Combo That Will Be Hard to Beat

There have been many famous Navy families since the U.S. Navy first became a reality, but now for the first time in history the U.S. Navy boasts a father-son combination with both men on active duty and both wearing the stars of an admiral.

The senior half of the team is Fleet Admiral William D. Leahy, Sr., USN. His son, William D. Leahy, Jr., USN, was one of the 39 captains selected recently for rear admiral.

FADM Leahy is at present serving in Washington, D.C., in an advisory capacity in the office of SecNav. Rear Admiral Leahy was serving as commanding officer and director of the David Taylor Model Basin when upped to two stars.

Sailors Bring 'Em Back Alive — But Bearly

Crewmen of the auxiliary ocean tug *uss Mahopac* (ATA 196) which operates out of the Kodiak Naval Station, have decided the life of a zoo keeper is not for them. Especially after their recent encounter with a Kodiak Bear—even though it was only a 25-pound specimen.

The cub, which will grow into a representative of the world's largest carnivorous animal, was captured at the campsite of the Kodiak Conservation Club's Karluk

decided that it would be in the best interests of the little tyke if he were captured and put into captivity.

Under ordinary circumstances, this plan of action would have been foolhardy. But there was ample evidence that mama bear had been killed and Kody Cub had been left alone to forage for himself. And he was beginning to look rather gaunt.

After a furious rough and tumble chase, the cub was caught and put



River recreation camp. And though the little "Kody" won't become a meat-eater for several years, *Mahopac's* crewmen, after having the animal aboard for a day, were of the opinion it was well versed in its potentialities.

"Little Monster"—as he was tabbed by the men—was first sighted by members of a KCC week-end recreation party at Karluk. The following weekend, recreation parties from *Mahopac* were again at Karluk and caught sight of the little bear again. Only this time, the cub was a little hungrier—and braver.

Three members of *Mahopac's* crew and two shore-based sailors

aboard *Mahopac* for the trip back to the Kodiak Naval Station. Quite put out at the entire goings-on, the cub attempted to frighten anyone coming near his cage. After an eventful half-day trip, the crewmen of *Mahopac* turned the cub over to the Kodiak Fish and Wildlife Service which will find a foster home for the young bear in a state-side zoo.

The five amateur "Frank Bucks" were: Charles D. Hart, EN3, Herman C. Stomer, EN1, and Clyd N. Rudd, FN, all crewmen on board *Mahopac*, and Raymond L. Latraverse, CS3, and K. E. Williams, SK3, based at the Kodiak Naval Station.

Shipment of Household Effects Authorized on Retirement Or Release from Active Duty

Navymen being released from active duty are entitled to ship their household effects at government expense from their last duty station to their new home.

The entitlement varies according to the type of release. For example, upon separation from the service, release from active duty or placement on the temporary disability retired list, Navymen are entitled to shipment of household goods from the last or any previous permanent duty station (or place of storage in connection therewith) to their home. Six months' temporary storage may be authorized when necessary due to conditions beyond the control of the owner that prevent the immediate shipment of his household effects to the (home) he has designated.

Upon retirement (other than temporary disability retirement), or on transfer to the Fleet Reserve or to the Fleet Marine Corps Reserve, Regular Navymen and Marines are entitled to shipment of their household effects to the place which they select as their home.

If necessary, they may request six months' temporary storage, or their goods may be placed in nontemporary storage for one year from the date of retirement. Current regulations provide that only one shipment of the same lot of household goods is authorized, even though the owner has one year in which to select a home. Therefore, Navymen will be able to take advantage of the one-year nontemporary storage privilege only if it is available at their last duty station or the place where the goods are located because shipment to another nontemporary storage activity or any other point will prevent further shipment at government expense to their selected home.

Household goods or personal effects must be turned over to the transportation officer or to a carrier for shipment at Government expense within one year from date of separation from service, release from active duty, retirement, transfer to Fleet Reserve or to Fleet Marine Corps Reserve or placement on temporary disability retired list.

Revised Officer Correspondence In Seamanship Is Ready

The officer correspondence course, *Seamanship* (NavPers 10923-A), has been revised and applications for enrollment are now being accepted.

The new course, based on the texts, *Seamanship* (NavPers 16118-B) and Knight's *Modern Seamanship*, 12th edition, consists of 10 assignments and is evaluated at 20 points.

This course supersedes earlier course (NavPers 10923) USNR officers who completed the earlier course will receive additional credit if they take the revised course.

Application should be made on form NavPers 992 forwarded through channels to the Naval Correspondence Course Center, Building RF, U.S. Naval Base, Brooklyn 1, N. Y.

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 9

1. (b) Assault Boat Coxswain
2. (c) On the right sleeve, between the shoulder and elbow
3. (b) P5M-2 Marlin
4. (c) Anti-submarine patrol
5. (b) LST
6. (c) Counties

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 39—Stated that certain accounting and disbursing procedures will be transferred from the Bureau of Supplies and Accounts to the Navy Comptrollers Office.

No. 40—Described certain changes to prices of clothing for enlisted personnel.

No. 41—Announced the convening of line selection boards to consider men USN and USNR officers for promotion to grade of captain and commanders and women line officers to the grade of commander.

No. 42—Stated that the present law concerning free entry of personal and household effects of military personnel will, with few changes, be extended for three years.

No. 43—Outlined certain recommendations to line selection board considering promotion of captains to temporary rank of rear admiral.

No. 44—Stated that, pending signing of appropriation bill, obligations should be incurred only within amount of authorized allotments.

No. 45—Announced that certain personnel scheduled for advancement 16 Sep 1955 may be advanced in rating on 16 July.

No. 46—Provided instructions concerning the payments of hazardous duty pay for officers and enlisted personnel.

No. 47—Stated that appropriation act had been approved.

No. 48—Provided for an advance of pay not to exceed three months upon authorized change of home yard or home port.

No. 49—Concerned with the

weight limitation of shipping household effects of rear admirals and above.

No. 50—Required that all ships and stations display colors at half mast as mark of respect to the late former Secretary of State Cordell Hull.

No. 51—Announced the approval by the President of the report of a selection board which recommended USN line officers for temporary promotion to the grade of rear admiral.

BuPers Notices

No. 1210 (24 June)—Announced a change to the designator code system made necessary by the establishment of a new officer procurement program for flight trainees.

No. 1700 (24 June)—Announced the second All-Navy Talent Contest and provided certain details concerning the competition.

No. 1120 (28 June)—Announced change No. 1 to BuPers Inst. 1120.14A to provide for the submission of current copy of the Statement of Personal History (DD 398) with application file.

No. 1020 (6 July)—Summarized recently approved changes in naval uniforms.

No. 1301 (13 July)—Announced change No. 1 to BuPers Inst. 1301.10B concerning an addendum to active duty letter orders for Reserve Officers.

No. 1813 (18 July)—Announced change No. 1 to BuPers Inst. 1813.1, which provides information concerning retainer pay for members of the Fleet Reserve.

No. 1120 (20 July)—Invited applications from permanently commissioned USN line officers for Special Duty (Law) billets.

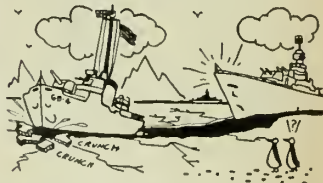
New Postal Service for 'Certified Mail' Is in Effect

Important letters having no monetary value may now be sent through the mail as "Certified Mail" for 15 cents in addition to postage.

The service is limited to letter mail. A return receipt showing proof of delivery may be obtained by payment of an additional seven cents.

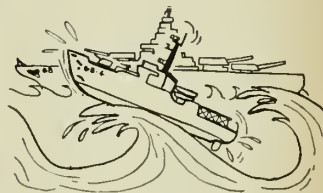
It is anticipated that this new service, cheaper than registered mail, will be used in sending important documents and papers which in the past were registered. Classified matter may not be sent under new service.

The Navy's newest and largest icebreaker, USS *Glacier* (AGB 4), will be making her maiden voyage into the climate and area in which she was designed to operate, during the coming exploration of Antarctica by Task Force 43. A prototype in icebreaker construction, she will be one of the most important ships in the task force with her powerful engines, which can



deliver up to 20,000 horsepower, and her thick hull and reinforced bow which can plow into the dense ice packs picking out a route for other ships to follow.

In the open seas *Glacier* is anything but a picture of a sleek and speedy Navy ship. Her beam, 74 feet, and round bottom combine to give her a tendency to rock and roll in the same manner as a barrel in rough water.



However, once she reaches the area of pack ice and icebergs she will become a shining star. There, her rounded bottom and reinforced bow will prove their worth a hundred times over, as they make it possible for the Navy to go places otherwise impassable.

The 310-foot vessel will have living quarters as modern as those in any ship in the Navy today. The very latest in habitability know-how has been built into *Glacier*, not only in the berthing spaces but throughout the ship. She boasts a gleaming recreation



Jack Wang

room, a spacious ship's store, barber shop and many other features. Above all, though, she is a working ship and during the next few months she will be tackling one of the toughest jobs facing a Navy vessel—fighting the elements in the frozen wastes of Antarctica.

How to Track Down Your Serviceman's Hunting, Fishing License

JUST ABOUT EVERY MAN has the hunter and/or fisherman instincts from the day he's born. To underline that fact in the Navy, you'll find that many special services divisions stock, among their multitude of gear, many of the items you'll need: rifles, shotguns, fishing tackle, and camping equipment.

If you have the urge, you've probably got plenty of gear available already. But what about your license? What will it cost? Are you eligible for a resident license? What types of licenses and fees do the various states require?

These and many other questions have been answered for you in "The Directory for the Armed Forces of State Fish and Game Authorities." The pamphlet also contains important information concerning residence requirements, license fees and archery hunting regulations. The directory was prepared by the National Recreation Association and copies will soon be available at the various District Special Services offices.

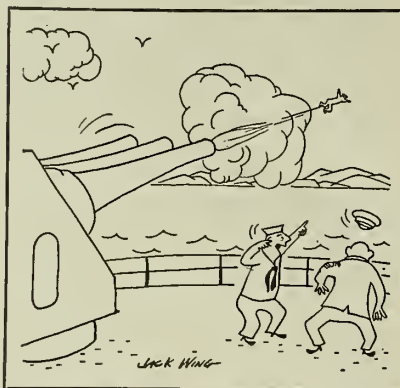
Here is a state-by-state rundown. The addresses of the states' fish and game headquarters are listed to make it possible for you to get the latest information on the different seasons, areas opened and closed, limits, and such other dope. Because these items vary from season to season, you should make it a point to write for this information, as indicated in the section for each state.

In addition, many states publish informational maps, which show locations of open areas and where good fishing and hunting may usually be found. This would probably be extremely helpful to you in planning your trip.

Because the types of licenses and fees vary according to the state, they are not published here. Usually, however, resident license fees run from one to five dollars while the non-resident fees can range anywhere from one to 50 dollars. Most sporting goods stores have hunting and fishing licenses for sale.

Here's the dope on residency requirements and the addresses of the states' fish and game commissions:

ALABAMA—Service personnel stationed in or who are residents of Alabama (but



"Fishing must be good. Jonesy sure is in a hurry to get ashore, Chief!"

stationed elsewhere), may purchase resident licenses. If stationed outside the state you must purchase a non-resident license. Archery hunting is permitted in some counties under special regulations. Write to: Department of Conservation, Division of Game and Fish, Montgomery, Ala.

ARIZONA—Service personnel stationed in Arizona may procure a special warm water fishing and small game license for the same price as the resident rates. All other licenses for service personnel are the same as for non-residents. You must be stationed in Arizona for one year before being eligible to purchase a resident license. Archery hunting is permitted for big game under special regulations. Write to: Arizona Game and Fish Department, Phoenix, Arizona.

ARKANSAS—Service personnel who are residents of Arkansas but stationed elsewhere may purchase resident licenses. If permanently stationed in Arkansas you may purchase a resident license beginning the date such permanent station is established. If you are not permanently stationed in Arkansas you must obtain a non-resident license. Archery hunting is permitted on resident hunting licenses and by non-residents, both under special regulations. Write to: Game and Fish Commission, Executive Secretary, Game and Fish Bldg., Little Rock, Ark.

CALIFORNIA—If you are on active duty in California and hold suitable identification you are not required to hold a fishing license. There is no special consideration of length of residence by service men for fishing licenses and six months' continuous period establishes residency for other licenses. Archery hunting is permitted under certain regulations. Write to: Department of Fish and Game, 926 J Street, Sacramento, Calif.

COLORADO—If stationed or headquartered in Colorado you may qualify for

a resident hunting and fishing license, from the time you reach the state. If not stationed in Colorado, but you have entered the service from Colorado and have not *voluntarily* changed your residence to another state, you will retain your residence privileges. If not stationed in Colorado, and you did not enter the service from Colorado, you must establish your residency for at least 90 days before applying for *resident* licenses. Civilian residency requirement is also 90 days. Archery hunting is a state-wide pre-season period and has been established under special regulations. Write to: Game and Fish Commission, Denver, Colorado.

CONNECTICUT—Service Personnel may procure a combination license to hunt and fish in Connecticut. When applying for and using such license, you must carry credentials indicating full-time membership in the armed forces of the United States. Civilians must have residency within the state recorded with the town clerk to obtain resident licenses. There are no published regulations permitting archery hunting. Write to: Board of Fisheries and Game, 2 Wethersfield, Hartford, Conn.

DELAWARE—If you are stationed in Delaware you may purchase resident licenses. Residency requirement for civilians is one year. There is no special law or season for archery hunting, but bow and arrow may be used for deer hunting during regular season. Write to: Board of Game and Fish Commissioners, Dover, Delaware.

FLORIDA—When stationed in Florida you are considered a resident. Archery hunting is permitted under special provisions. Write to: Game and Fresh Water Fish Commission, Tallahassee, Florida.

GEORGIA—If stationed in Georgia you may purchase a resident license, but if stationed in a state other than Georgia and not a resident of Georgia, you are required to purchase a non-resident license. There are no published regulations permitting archery hunting. Write to: State Game and Fish Commission, 412 State Capitol, Atlanta, Ga.

IDAHO—When ordered to a duty station in Idaho you are permitted to purchase resident hunting and fishing licenses. Your wife must reside in the state at least six months before becoming eligible for a resident license. Archery hunting is permitted under special provisions. Write to: Idaho Fish and Game Commission, 518 Front Street, Boise, Idaho.

ILLINOIS—You may fish with hook and line without a license. Regardless of where you are stationed, you may hunt on a resident license. However,

you must hold credentials as to an active duty assignment to obtain such a privilege. Civilian residency requirement is six months. Archery hunting is permitted on some species and under definite regulations. Write to: Department of Conservation, Springfield, Ill.

INDIANA—Here, you hold the same status as a civilian and a residency of six months in the state is required to obtain a resident license. There are no published regulations permitting archery hunting but it is apparently permitted, since the Director may issue non-resident archery licenses. Write to: Department of Conservation, Division of Game and Fish, Indianapolis, Ind.

IOWA—Service personnel are not required to have a hunting or fishing license during time of war and this concession has been continued, pending decision by the Iowa Attorney General to the contrary. There are no special provisions published for archery hunting. Write to: Iowa Conservation Commission, East Seventh & Court, Des Moines, Iowa.

KANSAS—If stationed in Kansas you are permitted to purchase a resident license, even though this privilege is not a part of the Fish and Game Code. Civilian residency requirement is 60 days. There are no published regulations permitting archery hunting. Write to: Forestry, Fish and Game Commission, Pratt, Kansas.

KENTUCKY—Service personnel on active duty, stationed in Kentucky, may hunt and fish on a resident license, applicable as soon as they are stationed within the state. Civilian residency requirement is one year. Archery hunting is permitted but under special provisions. Write to: Department of Fish and Wildlife Resources, Frankfort, Kentucky.

LOUISIANA—Here, you need no hunting and fishing license if a member of the armed forces. Civilian residency requirement is six months. Archery hunting is permitted under special provisions for certain species of game. Write to: Wildlife and Fisheries Commission, 126 Civil Courts Bldg., New Orleans 16, La.

MAINE—Service personnel stationed at bases in Maine, their wives and children, enjoy resident status. Residency requirement is 3 months for civilians. Archery hunting is permitted for deer and other game in open season. Crossbows are prohibited. Write to: Department of Inland Fisheries and Game, Augusta, Maine.

MARYLAND—A permanent resident of a government reservation is entitled to a resident hunting license. This provision, however, does not apply to a fishing license. A resident is a person who

has resided in Maryland permanently for at least six months during the preceding 12 months. Archery hunting is permitted for hunting deer, but under special regulations. Write to: Game and Inland Fish Commission, 516 Munsey Bldg., Baltimore 2, Md.

MASSACHUSETTS—If stationed within Massachusetts you can qualify for a resident license. Civilian residency requirement is six consecutive months. Archery hunting is permitted under special regulations and conditions. Write to: Division of Fisheries and Game, 73 Tremont St., Boston 8, Mass.

MICHIGAN—If on active duty and officially stationed within Michigan you may buy a resident hunting and fishing license. If you were a resident of Michigan at the time of your entrance into the armed forces you continue to be eligible to buy a resident license so long as you remain on active duty, even though assigned outside the state. Civilian residency requirement is six consecutive months immediately before application. Archery hunting is permitted under certain conditions and regulations. Write to: Department of Conservation, Lansing 26, Michigan.

MINNESOTA—You are permitted to apply for a resident license upon proof you are stationed in the state. A resident of Minnesota stationed outside the state and returning to Minnesota on a furlough or leave does not need a license but must carry with him his leave papers. If not a resident of Minnesota and not stationed in the state you must buy a non-resident license to hunt

or fish. Civilian residency requirement is six consecutive months before application. Archery hunting is permitted under certain conditions and regulations. Write to: Division of Game and Fish, 325 State Office Bldg., St. Paul 1, Minn.

MISSISSIPPI—Service personnel must be residents of the state for six months preceding the date of application for resident fishing or hunting licenses. All provisions of the game and fish laws apply to armed forces and civilians alike. Civilian residency requirement is six months preceding date of application. Archery hunting is permitted with longbows and under special conditions. Write to: Game and Fish Commission, P. O. Box 451, Jackson, Miss.

MISSOURI—Service personnel stationed and residing in Missouri are considered to be "residents" of the state for the purpose of purchasing hunting and fishing permits. If a resident and stationed outside the state, you may, on your return to Missouri, obtain a resident permit. Non-resident service personnel must obtain non-resident permits. Civilian residency requirement is six months before application. Archery hunting is permitted under certain conditions and regulations. Write to: Missouri Conservation Commission, Monroe Bldg., Jefferson City, Mo.

MONTANA—When assigned to duty in Montana, you may, after 30 days of residence within the state, and upon presentation of proper papers from your commanding officer, apply for a resident license. The 30-day requirement

Cowboy Fisherman

What happens when a fisherman who has a sailor's ability with a line and a cowboy's know-how with a rope, goes fishing *without* a rod and reel? He makes his catch with a lasso, of course. If this sounds fishy, take the following case:

J. J. Kneller, BMC, USN, of Sub-Group One at Charleston, S. C., was on Pier Two at the Naval Base when he spotted a huge fish in the water below. Not having a rod and reel handy, or even a spear, "Boats" threw a lead line down, trying to lasso the big fish. After several near-misses, the BMC's training paid off and the lead line encircled the fish, and as luck would have it, caught in the fish's gills.

The fish immediately began frantic evasive tactics, little knowing that he was soon to be the entree at Friday evening's meal at the Kneller household. Another thing

the fish didn't realize—when a Navy man needs a hand, any sailor in the vicinity will be there to help.

J. F. Simpson, FPFN, USN, and F. D. Faulis, DC3, USN, saw the chief's plight and joined the battle. The two men, in keeping with the highest traditions known only to fishermen, jumped into the river to land the fish. After a struggle of a quarter hour, the three men succeeded in landing what proved to be a huge channel bass.

"If this isn't one of the biggest bass ever landed in Charleston," claimed the chief, "it surely must be the biggest bass ever 'lassoed' in Charleston's Cooper River." The spot-tailed beauty weighed an even 22 pounds and measured 37 inches.

The three cowboy-fishermen reported the bass tasted as good as it fought. And it put up a whale of a fight.

is waived in time of war. Civilian residency requirement is six months. Archery hunting is permitted for deer during special season and under certain regulations. Write to: Department of Fish and Game, State Capitol, Helena, Montana.

NEBRASKA—When stationed in Nebraska you may hunt and fish on a resident license, upon proof of military service and assignment. Civilian residency requirement is 60 days before application. There are no published regulations permitting archery hunting. Write to: Game, Forestation and Parks Commission, State Capitol, Lincoln 9, Nebraska.

NEVADA—If permanently stationed in Nevada you can obtain the same *hunting* licenses as bona fide residents of the state. Applications, however, must be made through the commanding officers of the various military installations in the state. A six month's residency is required for a resident fishing license, which is the same requirement as for civilians. Service personnel of original Nevada residence stationed outside the state may obtain free hunting and fishing licenses for use when home on leave. There are no published regulations permitting archery hunting. Write to: Fish and Game Commission, 51 Grove Street, Reno, Nevada.

NEW HAMPSHIRE—When quartered in the state or when the guest of a resident you may apply for a special "Non-Resident Servicemen's License" at the same fee as a regular resident combination hunting and fishing license. Any resident of the state on regular active duty in the armed forces may obtain a "Resident Serviceman's License" without fee. Civilian residency requirement is six months. Archery hunting is permitted under certain conditions and regulations. Write to: Fish and Game Department, Concord, New Hampshire.

NEW JERSEY—A resident of New Jersey who is in active military service may hunt and fish in that state without a license. If a non-resident, but in active service, you may obtain a resident license. Civilian residency requirement is one year. Archery hunting is permitted under certain conditions and regulations. Write to: Department of Conservation and Economic Development, Division of Fish and Game, 1035 Parkway Avenue, Trenton, N. J.

NEW MEXICO—If permanently assigned to installations within the state, you may obtain resident hunting and fishing licenses upon certification by your commanding officer. Civilian residency requirement is six months. There are no published regulations permitting archery hunting. Write to: Department of Game and Fish, Santa Fe, New Mexico.

NEW YORK—No license required if you are on leave — but be sure to carry

your papers with you. Your ID card takes the place of a license. Civilian residency requirement is six months. Archery hunting is permitted under certain conditions and regulations. Write to: Conservation Department, Division of Fish and Game, Albany 1, New York.

NORTH CAROLINA—If you are permanently stationed at a base in North Carolina, you are considered a resident and are eligible to buy resident hunting and fishing licenses. If you entered the Navy from North Carolina, you too are eligible to buy a resident license. Write to: Fish and Game Commission, Raleigh, N. C.

NORTH DAKOTA—Here, you must have been assigned to active duty within the state for at least six months before becoming eligible to hunt small game or fish on a resident license. Civilian residency requirement is six months. There are no published regulations permitting archery hunting. Write to: State Game and Fish Department, Bismarck, N. D.

OHIO—You are permitted to hunt and fish in Ohio without a license, provided you carry proper identification. Civilian residency requirement is one year. Archery hunting is permitted under certain conditions and regulations. Write to: Department of Natural Resources, Division of Wildlife, 1500 Dublin Road, Columbus 12, Ohio.

OKLAHOMA—When stationed in Oklahoma you are allowed resident fishing and hunting privileges only after you have been continuously residing in the state for 60 days or more. Citizens of Oklahoma serving in the armed forces on properly authorized 10-day leave of absence from military duty and serving outside the state of Oklahoma are exempt from license requirements. Civilian residency requirement is 60 days. Archery hunting is permitted under certain regulations and restrictions. Write to: Game and Fish Department, 1018 State Capitol Bldg., Oklahoma City 5, Okla.

OREGON—Members of the armed forces may buy licenses at resident

rates. Civilian residency requirement is six months. Archery hunting is permitted under certain conditions and regulations. Write to: State Game Commission, 1634 S. W. Alder St., Portland 8, Ore.

PENNSYLVANIA—Service personnel must be permanently stationed within the state 60 days before applying for resident licenses. Civilian requirements are the same. Archery hunting is permitted under certain conditions and regulations. Write to: Pennsylvania Fish and Game Commission, Harrisburg, Pa.

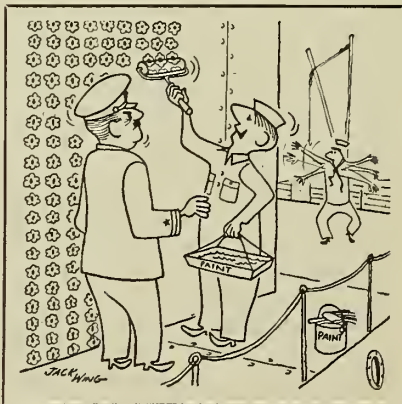
RHODE ISLAND—You may purchase resident licenses regardless of place of station. If you are a resident, you may fish and hunt without a license, providing proper identification papers are carried and you wear your authorized military uniform. Residency requirement for civilians is six months. Write to: Department of Agriculture and Conservation, Division of Fish and Game, 83 Park St., Providence 2, R. I.

SOUTH CAROLINA—Whether resident or non-resident, you are entitled to hunt and fish in the state without license, upon presentation of official furlough or leave papers. Military personnel stationed in South Carolina are considered residents, as long as they are stationed in the state, and may fish and hunt on resident licenses. There are no published regulations permitting archery hunting. Write to: Wildlife Resources Department, Division of Game, Columbia, S. C.

SOUTH DAKOTA—You must be stationed in South Dakota on active duty for six months preceding application for resident license. If stationed outside the state, you are required to buy a non-resident license. Bona fide residents of the state in military service may purchase resident licenses when home on leave. Civilian residency requirement is six months. Archery hunting is permitted under certain conditions and regulations. Write to: Department of Game, Fish and Parks, Pierre, South Dakota.

TENNESSEE—If stationed in Tennessee, regardless of your legal domicile, you may buy a resident fishing and hunting license. If on leave or furlough, you may fish or hunt in Tennessee without a license, but be sure you carry your leave papers with you. Civilian residency requirement is 90 days. There are no published regulations permitting archery hunting. Write to: Game and Fish Commission, Cordell Hull Bldg., Nashville 3, Tenn.

TEXAS—Here you are accepted as a resident when entering the state upon official assignment, and, as such, you may purchase fishing and hunting licenses. Civilian residency requirement is six months. There are no published regulations permitting archery hunting.



"—and I just couldn't see using a brush when I had a do-it-yourself roller available."

Write to: Game and Fish Commission, Austin, Texas.

UTAH—When stationed in Utah you may purchase a fishing and hunting license at the regular license fee. Residency period for civilians is one year. Archery hunting is permitted under certain conditions and regulations. Write: Department of Fish and Game, 1596 W. North Temple, Salt Lake City, Utah.

VERMONT—You are permitted to obtain resident licenses if you have a certificate from your commanding officer stating that you are stationed in the state. Residency period for civilians is six months. Archery hunting is permitted under certain conditions and regulations. Write to: Fish and Game Service, Montpelier, Vermont.

VIRGINIA—If regularly located or stationed in Virginia you may buy a resident license. Residency requirements for civilians is six months. Archery hunting is permitted under certain conditions and regulations. Write to: Commission of Game and Inland Fisheries, 7 N. Second St., Richmond, Va.

WASHINGTON—If assigned to a military installation for a tour of duty you are permitted to purchase a resident license. Residency period for civilians is six months. Archery hunting is permitted under certain conditions and regulations. Write to: Department of Game, 509 Fairview Avenue No., Seattle 9, Wash.

WEST VIRGINIA—If you are assigned to a station in the state and move your family there with the expectation of being there for some time, you are considered a resident of the state. Otherwise, residency period requirement is six months. Residents of West Virginia on active duty in the armed forces while on leave or furlough may fish and hunt in the state, and leave or furlough papers shall serve in lieu of licenses. Civilian residency requirement is six months. Archery hunting is permitted under certain conditions and regulations. Write to: Conservation Commission, New State Office Bldg., Charlottesville, W. Va.

WISCONSIN—If you enter the service from Wisconsin or are stationed in the state you will be issued, free of charge, a license for fishing and small game hunting, and will be eligible to apply for a resident deer hunting license. Civilian residency requirement is one year. Archery hunting is permitted under certain conditions and regulations. Write to: Conservation Department, State Office Bldg., Madison, Wisconsin.

WYOMING—As is the case with civilians, you must be stationed in the state a full year before becoming eligible for a resident license. There are no published regulations permitting archery hunting. Write to: Game and Fish Commission, Cheyenne, Wyoming.

SIDELINE STRATEGY

THE NUMBER of armed forces personnel on the United States team in the 1956 Olympic Games is expected to be much greater than in previous years. Many college athletes will not be able to make the trip to Melbourne, Australia, since next year's Olympiad will be held in the autumn.

Navy men — and women — are encouraged to submit their applications to try out for a place on the American team. If you think your athletic ability is of Olympic caliber, you may apply.

Let's face it. You've got to be a top notch athlete in your specialty. Whether it's running, walking, rowing, swimming or yachting, you must be a potential world's champion. Another very important item is that you must be an amateur.

Special Services officers are encouraging athletes, who they think can help the U.S. team, to submit their requests through channels to the Chief of Naval Personnel. Information on submission of requests can be found in BuPers Inst. 1710.2 Waves are eligible to submit requests for tryouts in women's sports, such as swimming, gymnastics, track and field, and basketball.

If you're a coach, you might possibly qualify for the U.S. Olympic team in this category. There again, you must have better than average skill.

The Olympics are the big leagues of amateur athletics. Out of the Navy's half a million men, only a few will have the



qualities necessary to make the team. Even if you do have the physical prowess, the coordination and the heart, a long hard training grind lies ahead. But the goal is worth the effort.

If you happen to be in San Diego on the 13th of this month, you'll have a chance to see four of the top powers in Eleventh Naval District football. On that night, at San Diego's Balboa Stadium, NAS San Diego, NTC San Diego, Marine Corps Recruit Depot and Camp Pendleton football teams will clash in a Grid Carnival.

In the first quarter, it'll be Camp Pendleton against the Naval Training Center, followed by MCRD against San Diego Naval Air. In the third quarter, Camp Pendleton will tangle with Naval Air and MCRD will battle NTC in the finale.

The scores of the two Navy teams will be tallied against the combined scores of the two Leatherneck teams to determine the winner. The real winner, though, will be the Navy Relief Fund, which will reap the proceeds of the carnival.

When little Ben Sobieraj won the 1955 Atlantic Fleet singles Tennis Championship, it marked the third consecutive year that he's won that title. A member of the NAS Jax tennis team, Sobieraj has won some 100 trophies through his tennis playing.

Sobieraj began playing tennis at the age of ten. At that tender age, he began winning trophies. In high school, he lost only two out of 28 matches and in the 70 team matches in which he participated during his college days, he was undefeated.

—Rudy C. Garcia, JO1, USN.

BOOKS: RICH READING FARE MAY BE FOUND IN WIDE RANGE OF FACT, FICTION

IT HAS BEEN SAID that approximately 10,000 books are published each year. Only a small portion are of any lasting significance. For many Navy men, a happy exception to the rule are the professional volumes selected by the Bureau library staff.

One book that has recently been added to Navy libraries is *The United States and World Sea Power*, edited by E. B. Potter, chairman of the Naval History Committee at the Naval Academy. This is a comprehensive, documented naval history which shows how American naval tactics developed from, and contributed to, the naval practices

used by the other great naval powers of history.

The authors present the *whys* of naval warfare, dealing with the evolution of tactics, strategy, logistics and technology. They show why Greece, Rome, Spain, Holland, England and the United States have emerged successively as supreme naval powers.

The history of naval warfare is traced from 500 B.C. to the present through more than 50 chapters that are packed with facts about British supremacy to 1763, the American Revolution, the age of Nelson and the heyday of sailing ship warfare, the impact of the industrial revolution on the world's navies, and the emergence of the United States as a first-rate naval power. The second half of the book deals with the wars of the 20th century, containing 16 chapters dealing with World War II.

As an entity, the book deals with: the evolution of modern naval tactics in response to changing weapons and developing technologies; the evolution of modern amphibious doctrine; the bases of strategic decisions; the influence of sea power upon history; and the qualities of the great naval leader.

Alexander Laing is always at his best in writing of the sea and the men that have mastered it. In *Jonathan Eagle*, Laing has told of an infant Navy and merchant marine in the building, while the new nation struggles to sustain or, perhaps, destroy, the rights for which the American Revolution had been fought. Against this conflict of opinion, Jonathan Eagle sails the seas that suffer every kind of marauding from Barbary pirates to revolution in France and Santo Domingo. He portrays how he became the object of a battle for justice, in a trial for piracy, and then a force in the cause of securing freedom, in his efforts to prove for once and for all what makes an American.

The Naval Officer's Manual by Rear Admiral Harley Cope, USN, (Ret) has valuable information for every naval officer or anyone who has hopes of becoming an officer. From start to finish it is an excellent guide on matters of naval interest

and the chapters on administration and organization will prove to be very helpful to those who might have to take a professional examination. This revision has an added 150 pages.

There is something in the book for every officer or potential officer including NROTC midshipmen and men at OCS. Aviation comes in for its share of attention as does a piercing bit of timely reminder on the importance of "Discipline in the U.S. Navy." This last mentioned article will be of interest to all since it was written some years ago by Admiral Arleigh Burke, USN, the new Chief of Naval Operations.

For something relatively relaxing, two items of fiction are worthy of special mention. In *The Man in the Gray Flannel Suit*, Sloan Wilson categorizes the World War II returnees to civilian life in what looks like a "frantic parade to nowhere." The protagonist, Thomas R. Rath, former paratrooper, trained and willing to kill during the war, learns that the business of earning a living as a civilian can be as desperate and vicious as hand-to-hand combat. Has been compared in spirit to *Executive Suite* and *The Hucksters*.

The Way to the Gold by Wilbur Daniel Steele, is a dramatic novel by an accomplished storyteller. An ancient train robbery has remained unsolved for a generation, while the sole survivor holds the secret of the cache through many years of imprisonment. He tells the secret to his cell-mate just before he dies. The cell-mate is pardoned because, after all, he really didn't commit the crime of which he was accused and, on the way to the cache, finds romance. You take it from there.

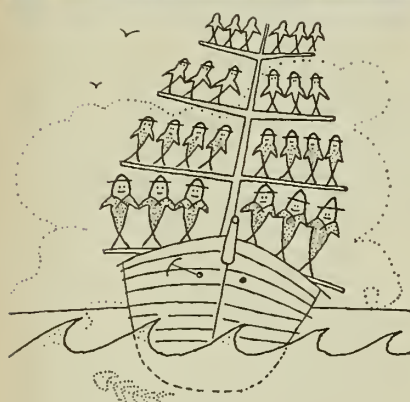
Thirst Quenchers

St. Thomas in the Virgin Islands was the scene of "Operation Watercup," the Navy's relief mission in the Caribbean.

The 10th ND provided the people of the island with a million and a half gallons of fresh water a week during the summer drought period. The operation was the Navy's response to a plea for help for the people of St. Thomas who had been without sufficient rain.

Two water tenders and a barge maintained a continuous flow of water from the Naval Station at Roosevelt Roads, P. R., to St. Thomas.

SONGS OF THE SEA



The Sailor-Fishes

Come all ye bald fishermen, listen to me —

While I sing to you a song of the sea;

Chorus:

Then blow ye winds westerly, westerly blow,

We're bound to the south'ard, sa steady we go.

First came the bluefish, a-waggin his tail,

He came up on deck and yells, "All hands make sail."

Next came the eels with their nimble tails,

They jumped up aloft and loosed all the sails.

Next came the herrings with their little tails,

They manned sheets and halliards and set all the sails.

Next came the porpoise, with his short snout,

He jumped on the bridge and yells, "Ready about."

Next came the swordfish, the scourge of the sea,

The order that he gave is "hellum's a-lee."



Amphibious Attack-1847

Close cooperation between the Army and Navy was necessary to make the attack on Vera Cruz, during the Mexican War, a success. LT Raphael Semmes, USN, describes in detail one of the earliest amphibious operations of the U. S. Navy.

The War with Mexico, although small in comparison with later wars in which the United States became involved, came during a period of territorial conflict, involving the remote regions of the Southwest. There were recurring disorders in the area and the political and territorial confusion was reflected in increasing friction between Mexico and the United States, with repercussions felt as far away as Europe.

In this small but important war in the mid-nineteenth century, the U. S. Navy played its traditional role of blockading, of capturing seaports and of providing protection to vital American commerce in spite of the violent "northers" or gales which beset the Mexican Coast in winter.

The amphibious attack on Vera Cruz, in which the Navy played a large role both on the sea and ashore,

was one of the factors enabling the U. S. to bring the war to a quick close. The story of this attack is graphically told by Lieutenant Raphael Semmes, USN, flag lieutenant of the Home-Squadron, in his book "Service Afloat and Ashore during the Mexican War."

Semmes went on to become a great hero of the Confederate Navy during the War between the States. For another report of "The Navy at Vera Cruz"—as seen from the point of view of a gunner's mate in one of the fighting ships—see the September 1948 ALL HANDS, p. 59.

The territory that was annexed to the United States after the war included land that was later to make up the whole or part of several south-east states.



Semmes

From *Service Afloat and Ashore*, by LT Raphael Semmes, USN. Published by Wm. H. Moore and Co., Cincinnati, 1851.

Amphibious Attack-1847

ON THE 1ST OF JANUARY, 1847, General Scott arrived at the Brazos, and began to collect his troops for the invasion. He had orders to withdraw from General Taylor's column, four thousand regulars; and the ten new regiments, which had been recently voted by Congress, were to be raised and sent forward to him with all dispatch.

Toward the middle of February, [he] informed Commodore Conner by letter that he had directed his transports to rendezvous at the small island of Lobos, about 120 miles N. W. of Vera Cruz. The commodore dispatched the sloop-of-war, *St. Mary's*. Commander Saunders, to this point, to show the various transports—as they should arrive—the way into a secure anchorage, and when they were all assembled, to conduct them to Anton Lizardo.

In the meantime, other ships, laden with surf-boats for the landing of troops, provisions, artillery, means of transportation, etc., began to arrive daily, direct from New York and other ports. Officers were detailed to pilot these vessels in, in like manner, regulate their anchoring, concert signals with them, etc. The surf-boats were launched and moored near us, fitted with oars, cables and anchors, and other preliminary arrangements were made to forward the contemplated descent, immediately upon the arrival of the general-in-chief. Our hitherto quiet headquarters, in which we had stagnated all winter, became daily more animated, until Anton Lizardo was crowded with a magnificent fleet of steamers and sail-vessels.

THE ANCHORAGE at Sacrificios being small, it would have been impossible to crowd all the transports that were loaded with troops, into it, at one time. Therefore, it was resolved, on consultation between the two chiefs, to throw most of the troops on board the larger ships of war, and make them the transports.

All preliminary arrangements having been made, this was done on the morning of the 9th. Between eleven and twelve o'clock, the fleet—Commodore Conner leading, in the flag-ship *Raritan* (Captain Forrest), General Scott following at a short distance, in the steamer *Massachusetts*—got underway, in gallant style, and filed, one by one, out of the narrow pass leading from the anchorage. *Raritan's* decks, like those of the other ships, were crowded with troops.

As the ships approached their allotted anchoring ground, they came to, in the most harmonious and exact order. Each one dropped her anchor and swung into her appropriate place without the least confusion, and with the most admirable precision. Indeed, so thoroughly and ably had Commodore Conner organized the whole movement—from the transfer of the troops from the vessels in which they had arrived to the ships of war; to placing them with haversack and musket on the enemy's beach—that it was next to impossible that anything could go wrong.

The surf-boats, 67 in number, and each one manned by experienced seamen of the Navy, were hauled alongside of the ships. The soldiers, with their arms and accoutrements, were passed into them. As each boat received her complement, she shoved off, and laid on her oars, until the others should be ready.

COMMODORE CONNER had previously directed the

two steamers, *Spitfire* (Commander Tattnall) and *Vixen* (Commander Sands) with five gun-schooners, to anchor in line, abreast of the beach, to cover the landing, in case any opposition should be made. This part of the movement had already been handsomely executed.

The boats reached the shore, in fine style. The troops debarked in good order and a few minutes afterward a detachment, which had wound its way up one of the sand-hills, unfurled the American flag, and waving it proudly over their heads, planted it in the land. As if by common consent, a shout, such as seamen only can give, arose at this moment from the decks of all the ships-of-war present, which was joined in, and prolonged, by such portions of the army as had not yet landed.

The debarkation now went briskly forward, and before ten o'clock, P. M., the whole force present, consisting of about twelve thousand men, was safely landed, without the occurrence of a single mistake or accident; an event unparalleled in the history of similar operations, and of which any naval commander might well be proud.

A few days after this event, Commodore Conner was relieved from his command by Commodore Perry, and returned to the United States.

On the night of the landing, our troops, having thrown forward proper advanced guards, bivouacked on the sands, without tents, or other shelter than that afforded by their blankets, beneath the open sky. The next morning, they drove in the enemy's pickets, and began to extend the line of investment around the city. This was a most difficult and laborious work to perform, as it was necessary to transport almost everything by hand, for the want of proper draught animals, but few of which had as yet arrived.

The ground to be occupied was remarkably difficult, being composed of arid sand-hills, whose slopes were covered with a stunted growth of the thorny mimosa, prickly pear, and other plants. They formed impassable chaparrals, which it was frequently necessary to cut through with the axe. As before remarked, when speaking of the topography of Vera Cruz, there were frequent pools of water, too, between these hills, which it was necessary either to traverse, or make lengthy detours to avoid. But the officers and men were animated by the utmost enthusiasm, and betaking themselves manfully to their tasks, they drew their line around the city on the evening of the third day; the line being five miles in extent. Some skirmishing with parties of the enemy's cavalry ensued, while these operations were going forward, but nothing of moment occurred.

BEFORE ARRANGEMENTS were completed, a norther set in, and greatly incommoded the troops, sweeping the frail foundation of sand from beneath their feet, as they traversed the arid and ever-shifting desert, and almost stifling them in their progress. The blow suspended all communication with the shipping; and no progress could be made in landing necessary provisions and stores, until the 13th, when, the gale having abated, the officers and seamen of the Navy threw rapidly on shore such articles as were most urgently required, and began landing the mortars and artillery.

A number of cavalry and draught horses having arrived, they were also landed, to the great relief of the more distant parts of the line. By dint of great exertions, all the necessary intrenching tools, carts, pack-saddles,

etc., and twelve or fourteen mortars, with a greater or less supply of shells, were landed, by the 17th.

During all this time, there had been a random fire kept up, by the city batteries, and the castle, and a number of shells had been thrown into the lines, but with little effect.

On the night of the 18th, the trenches were opened and taken possession of, by the troops. On the 22nd, the engineers and ordnance officers, having succeeded in placing in battery seven mortars, and preparations being well advanced for receiving others, General Scott formally summoned the city to surrender. To his summons a polite reply was returned, by General Morales, the commandant of both city and castle, to the effect that he meant to defend himself to the last extremity.

Upon the return of the flag, all communication with the town, by the neutral men-of-war (which up to this time had been unrestricted), was prohibited by Commodore Perry. General Scott, at a quarter past four in the afternoon, ordered the mortar batteries to open upon the city; which was done with much spirit and effect. After a few rounds, the officers got the exact range of their shells, and threw them with wonderful precision into those parts of the city, which they selected as their targets.

AS SOON AS COMMODORE PERRY had observed that the mortars had opened, he directed Commander Tatt-nall, in the *Spitfire*; with the *Vixen*, Commander Sands; and gun-schooners *Bonita*, Lieutenant Benham; *Reefer*, Lieutenant Sterrett; *Petrel*, Lieutenant Shaw; *Falcon*, Lieutenant Glasson; and *Tampico*, Lieutenant Griffin, to take up a position within effective range of the city, and pour in their fire, also.

This movement was handsomely executed; the little fleet anchoring in line, in a small bend formed by Point Hornos, about a mile from the city walls, and opening a well-directed and destructive fire. These vessels, though small, were all heavily armed with thirty-two-pounders, and eight-inch Paixhan guns; and, consequently, at the distance of a mile, which was the nearest they could approach, without bringing themselves within point-

blank range of two hundred pieces of artillery, on the castle and city walls, their fire was very effective.

The enemy, who had been firing at intervals only, since the landing, and throwing an occasional shell from city and castle, when he perceived that the attack had commenced in earnest, opened upon us with all his batteries, that would bear upon the attacking part of the line and the fleet, and began to throw back at us, at least, shell for shell.

The castle was armed with some very heavy mortars, and now and then threw a shell of immense size, and destructive force. As these mammoth engines of war would bury themselves in the sand, and explode with the detonation of a thunder-bolt, the ground would be shaken for yards around, as though there had been a miniature earthquake.

AT DARK, both parties ceased the fire of their artillery, and the "mosquito" fleet, as Tatt-nall's small vessels were appropriately called, drew off for the night. The mortars, on both sides, continued to illumine the darkness by the rapid and beautiful passage of their shells through the air. The terrific explosions of these occasionally broke in upon our slumbers, on board the fleet, to remind us that the work of destruction was going on. At day-light on the 23d, Commander Tatt-nall, by the order of Commodore Perry, advanced boldly to attack the castle; not with the expectation of making any serious impression upon it, but to divert its fire, for the moment, from the land-forces. He took up his position, within about eight hundred yards, and to the astonishment and admiration of both sailors and soldiers, maintained it for half an hour or more, until he was recalled by signal, retiring without having sustained any serious loss.

A norther soon afterward sprung up, and continued to blow furiously through the day, cutting off again, all intercourse between the shipping and the shore and thus seriously retarding the progress of the siege. The fire of the mortars was slackened for the want of shells (which could not be landed), there being but one shell thrown in every five minutes. The further inconvenience was felt of having the trenches and mortar batteries filled

NAVAL BOMBARDMENT of Vera Cruz, during March 1847, is depicted in a lithograph of the period by N. Currier.





MANAGEMENT OF SURF BOATS carrying U.S. Army ashore from Gulf Squadron was responsibility of Semmes.

up with sand, almost as fast as it could be removed. Three more mortars, which had been previously landed, were placed in battery to-day, and the engineers, and sappers, and miners were employed in constructing two batteries for siege pieces.

GENERAL SCOTT FINDING THAT his battering train, which was a very heavy and well appointed one, did not arrive in time, was compelled to ask for assistance from Commodore Perry. The Navy had, from the first, hoped that it would be allowed to participate in the operations on shore, and had volunteered for this purpose; but it was generally understood in the squadron, that its services had been declined.

General Scott's heaviest battering guns were twenty-four-pounders, entirely too light for breaching purposes; it was not known how long the enemy might hold out, unless the city could be carried by assault; the season of the *vomito* was approaching, and there was no alternative, but to have recourse to the Navy for heavier metal, wherewith to breach the walls. General Scott, accordingly, in a conversation with Commodore Perry, made known to this officer his wants, and required of him a portion of his guns.

The commodore's courteous and gallant reply, couched in Lacedemonian brevity, was, "Certainly, General, but I must fight them." And he did fight them, [the guns], as the reader will see. The officers and seamen of the Navy, who had hitherto borne the brunt of all the labor in landing the arms and other munitions belonging to the army, without a murmur, and had even extorted commendations from the general-in-chief, himself, for the energy with which they had addressed themselves to this more ignoble task, received with delight the intelligence that they were, at last, to participate in the *honors* of the siege.

Six heavy pieces of ordnance were landed, and about two hundred seamen and volunteers being attached each piece, with incredible toil and perseverance, they dragged them by main strength, a distance of three miles, to the point where they were to be put in battery; most of the way, through loose sand, knee deep, and fording, in their passage, a lagoon two feet deep and seventy yards wide. With the able assistance of the engineers, and sappers and miners, who were equally unremitting and zealous in their labors, the officers were enabled to place their pieces in battery, during the night of the 23d. The mask of this battery, which was within seven

hundred yards of the city walls, had been well preserved, and the engineers and seamen had worked without being observed or molested by the enemy.

THE SIX GUNS, of which the battery was composed, were of the following description and weight of metal; the heaviest, perhaps, that had ever before been mounted in siege:

- Three 68-pounder shell-guns, weighing 63 cwt. each.

- Three 32-pounder solid-shot guns, of the same weight.

On the same evening on which this battery was completed, Colonel Bankhead, the chief of artillery, had caused to be placed in battery, three twenty-four-pounders; to this battery, there were subsequently added another twenty-four pounder, and two eight-inch howitzers.

If Vera Cruz had been well supplied with provisions, and garrisoned by resolute men, it might have held out for six months, against all the shells that we could have thrown into it. It was, therefore, both a judicious and a humane move, on the part of General Scott, to call in the Navy to his aid, to breach the walls for him, in order that he might carry the place by assault; as it was his intention to do, had the enemy held out twenty-four hours longer.

Early on the morning of the 24th, Capt. Aulick—the second in command of the squadron—with a party of officers and seamen, took possession of battery No. 5; and clearing away the masking of brush, etc., by which it had been hid from the enemy, opened a rapid and heavy fire from the whole of his six pieces.

The enemy was astonished at the vigor and power of this new assailant. Hitherto, the walls and forts had not been touched, but now our heavy solid-shot, thrown from thirty-two-pounders, at the short distance of seven hundred yards, came plunging, at the first blow, through the walls (which had been constructed of the soft and brittle coral rock, and were a good deal dilapidated by age, and the elements), killing his artillerists, and dismounting his guns. While the thirty-two-pounders were doing this execution, the hollow-shot guns, firing with nearly the same accuracy, exploded their terrible missiles, precisely where the officers chose to put them—in the casemates and barracks of the soldiers.

THE MEXICANS, becoming thus aware that Commodore Perry was "fighting his guns," concentrated upon the gallant little battery, the fire of three forts, Santiago, and two others farther west; one of the latter being precisely in our front. Captain Aulick maintained his fire until four o'clock, P.M., when his ammunition being exhausted, and his defenses a good deal injured, he ceased for the night.

In this, our first day's work, we had four men killed, and six wounded; Lieutenant Baldwin being among the latter. The mortars continued to throw their shells as usual, but somewhat more languidly, on account of a short supply of ammunition, which the norther of the previous day had prevented us from landing.

The night of the 24th was a beautiful star-light night. As well as I remember, there was no moon—and the relief party for the Navy battery reached its station—after running the gauntlet of the enemy's fire on a portion of the route—a little before sunset.

We bivouacked our men in a clump of bushes on the southern, or off-slope, of the sand-hill, on the brow of

which the battery was placed; cooked an excellent supper, with plenty of hot coffee; smoked a cigar, and went to bed; that is to say, each one of us made a hole in the sand, to conform to the angularity of his figure, and pulled a blanket over his head. Meanwhile the engineers, with relief working parties, were busy with the repair of our defenses, which had been rendered almost untenable, and a detachment of volunteers kept guard while we slept.

Although our position sheltered us from the direct fire of the enemy, which indeed had ceased since night set in, yet an occasional shell, thrown at random in our direction, exploded in fearful proximity to us.

A LITTLE SENSATION of nervousness, perhaps, occasioned by the thought of being set up, on the morrow, to be shot at by three batteries, had more to do with my wakefulness, than at the time I was willing to confess to myself. In the early part of the night, the walls of the city abreast of us, and on our right, were brilliantly illuminated by the burning of some sheds and other buildings in the suburbs; no doubt fired by the Mexicans themselves, to unmask new pieces, which they were placing in position, to oppose us.

About this time, an accident occurred, which had well-nigh put an end to our breaching operations, in the Navy battery. The castle, which, as I have remarked, had been shelling us at intervals, threw one of its thirteen-inch bombs with such precision that it lighted on the sand, not more than five paces in the rear of one of the guns.

At about this distance in the rear of each piece, we had stationed a quarter-gunner, with a small copper tank, capable of holding eight or ten charges of powder—each charge weighing about ten pounds. The shell falling near one of these petty officers, he turned, upon hearing a noise behind him—he had not seen the shell fall—and finding a monstrous cannon ball there, as he thought, mechanically put his hand upon it.

Finding it hot, it at once occurred to him what it was. It was too late to run, and in the consternation of the

moment, like a drowning man who will grasp at a straw, he doubled himself up in a heap, and attempted to burrow himself, head foremost, in the sand, like an ostrich.

All this occurred in the space of a second. In a moment more, the shell exploded, with the noise of a thousand pieces of artillery, shaking the battery like an earth-quake, and covering the officers and seamen with clouds of dust and sand. Our fire was suspended for a moment, and when the smoke had cleared off sufficiently to enable us to distinguish objects, every officer looked around him in breathless anxiety, expecting to behold the blackened corpses, and mutilated limbs of half his comrades at lease. Strange to say, not a soul was hurt. Lieutenant Frailey had his hat badly wounded by a fragment of the shell, which carried away one-half of its rim.

WE CONTINUED OUR FIRE until two o'clock, P.M., when the enemy's batteries all ceased, except now and then a random shot. The city was beaten; and on the same afternoon, we had the satisfaction of seeing a white flag pass into General Scott's camp—Washington. The Navy battery, in the last two days, had thrown one thousand Paixhan shells, and eight hundred round shot into the enemy's walls and forts. Colonel Bankhead, the chief of ordnance, estimated the whole number of shot and shells, thrown by the Army, at two thousand five hundred. In the engagement just ended, we had lost five men killed.

The enemy no longer molesting us, we collected in groups, on the tops of our sand-bags, to examine the damage we had done. By the aid of our glasses, we could see that both the forts abreast of us, and with which we had had such hot work, were completely demolished; the guns dismounted, and the walls knocked into a heap of ruins; and that our efforts at breaching the city walls had been successful beyond our expectations. These no longer presented any obstacle to an assaulting army; as at the points at which we had directed our aim, scarce one stone remained upon another.

'FIGHTING HIS GUNS'—Commodore Perry sent naval battery ashore to attack major defense points of Vera Cruz.

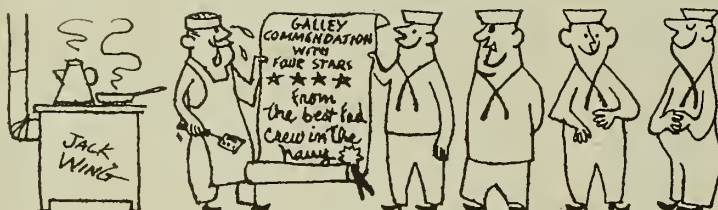


TAFFRAIL TALK

Shore duty for some means sea duty—sometimes—for others. Joseph A. Eagen, SN, and Leroy Reitz, YN3, have reported on board as new ALL HANDS staff members. A resident of Gering, Neb., Reitz is fresh from Long Beach, Calif., where he served on board USS YR 63. A Naval Reservist, Eagen has just received his BA in Business Administration from Georgetown University and is serving in his first active duty assignment. They replace John Stiller, and Chan Tom, both YN3s, who have been assigned to USS *Boston* (CAG 1), and NAS Patuxent, respectively.

★ ★ ★

The submarine service as a whole caims to be the best fed in the Navy, but the men of USS *Cutlass* (SS 478) are convinced that they are the best fed among the submariners—so



convinced, in fact, that they have awarded to Eugene G. Meyer, CS1, a letter of commendation for "making this boat the best fed in the whole Navy."

★ ★ ★

Here's a record we recently heard about — one that would be hard to match. Robert D. Stalnaker, JO2, holds an unofficial "record" of making two complete world cruises in one year, to the day.

While attached to the Commander Destroyer Force, U. S. Atlantic Fleet, at Newport, R. I., Stalnaker was assigned as a Navy reporter to a group of destroyers which departed 10 Aug 1953 on a round-the-world cruise. He returned on 10 Mar 1954 and left again on 19 Apr 1954. On 10 Aug 1954, exactly one year later, he returned to the United States. During his world travels, Stalnaker has set foot on six of the seven continents. Only Antarctica is missing from his travel diary.

During his record year, Stalnaker was assigned to 13 destroyers: *uss Ammen* (DD 527), *Cogswell* (DD 651), *Ingersoll* (DD 652), *Knapp* (DD 653), *Rowe* (DD 564), *Ross* (DD 563), *Bearss* (DD 654), *Fechteler* (DDR 870), *Barton* (DD 722), *Soley* (DD 707), *Strong* (DD 758), and *Stickell* (DDR 888). The latter part of Stalnaker's duty was on *uss Yosemite* (AD 19), flagship of Commander Destroyer Force, U. S. Atlantic Fleet.

★ ★ ★

As it must to every journalist, a certain amount of irony comes to ALL HANDS staff writers. Bob Ohl, JOC, who tells you what the Navy is doing in areas of the world's coldest weather, plodded the streets of Washington gathering material during the hottest weather the nation's capitol has gasped through since 1872.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 23 Jun 1955, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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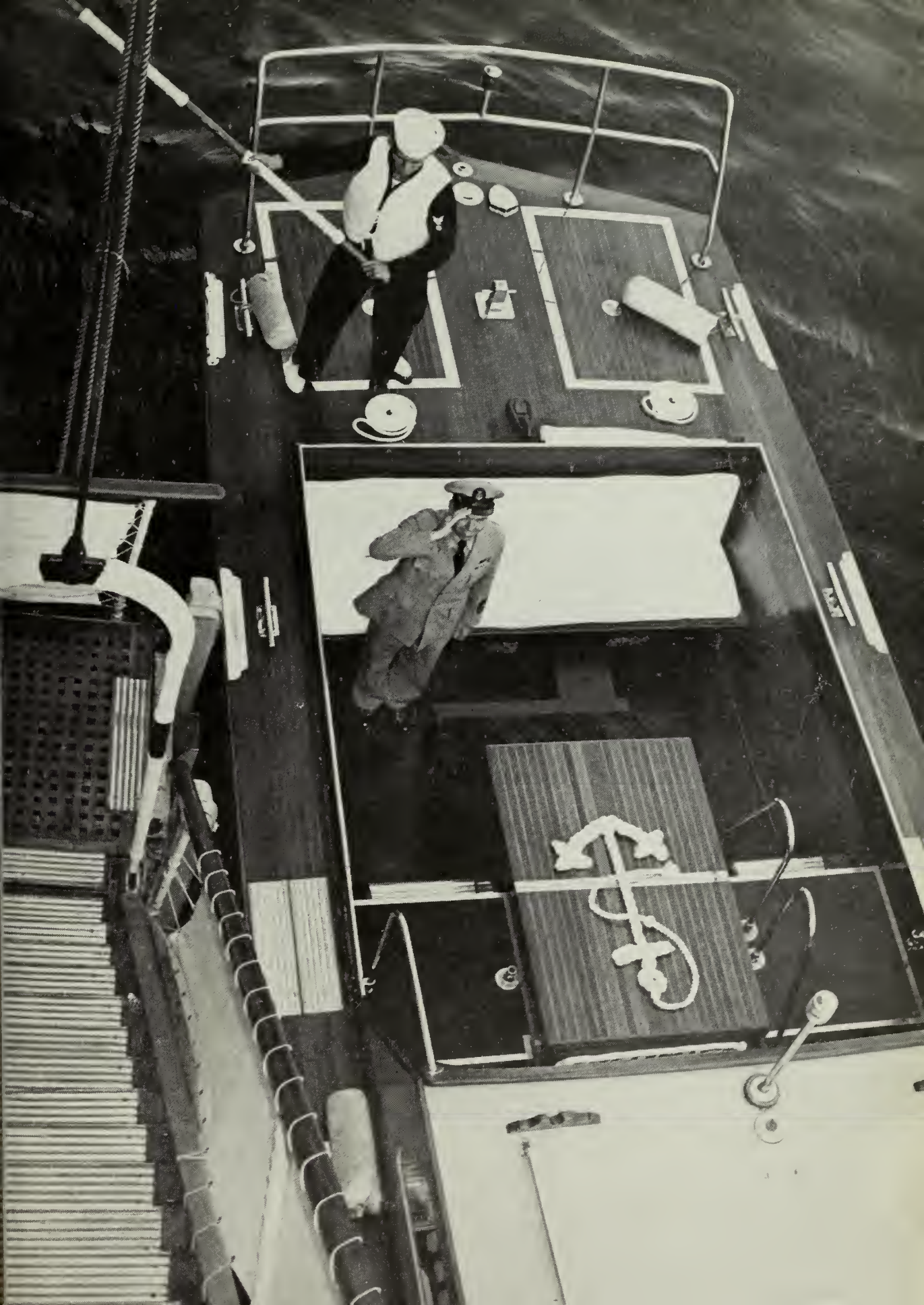
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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin.

• AT RIGHT: CPO'S LAST RIDE—R.C. Tureman, MMC, USN, salutes his ship, USS *Maunt McKinley* (AGC 7) as he leaves in the captain's gig after being piped ashore ending a 20-year Navy career.



SALT IT AWAY!

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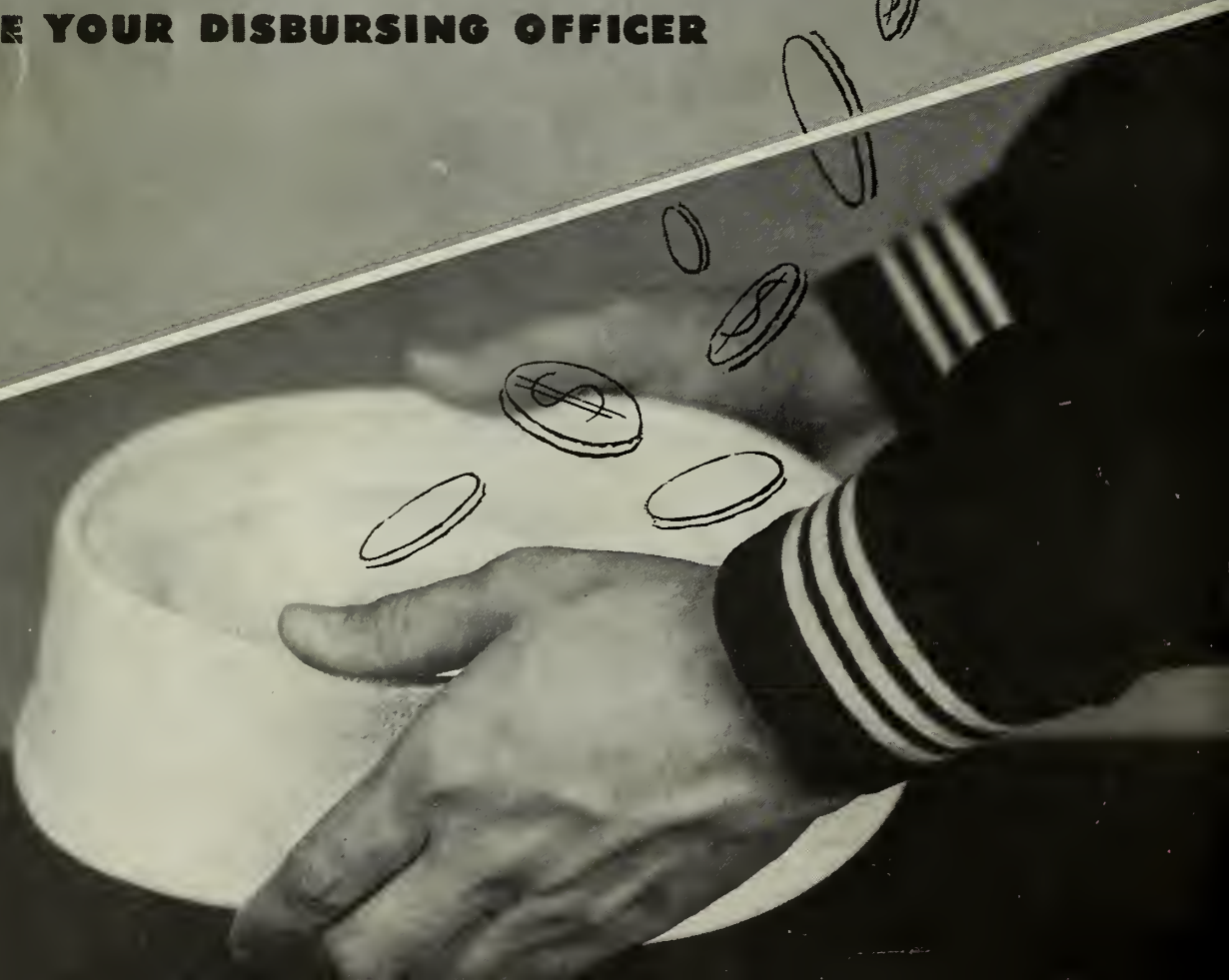
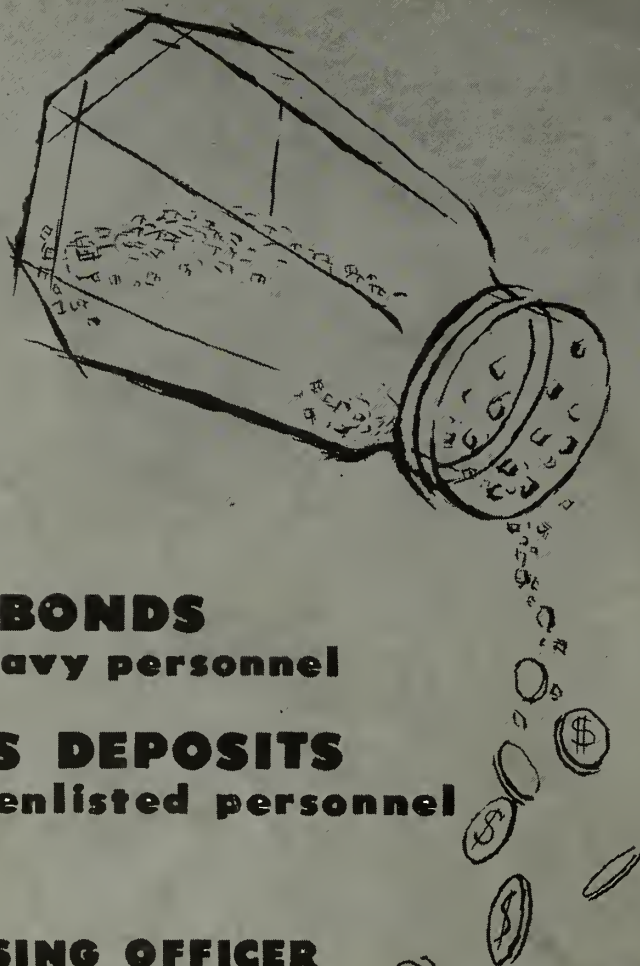
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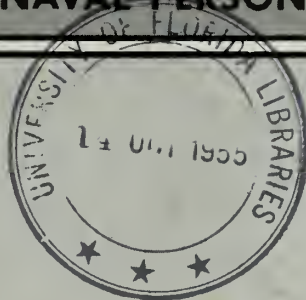


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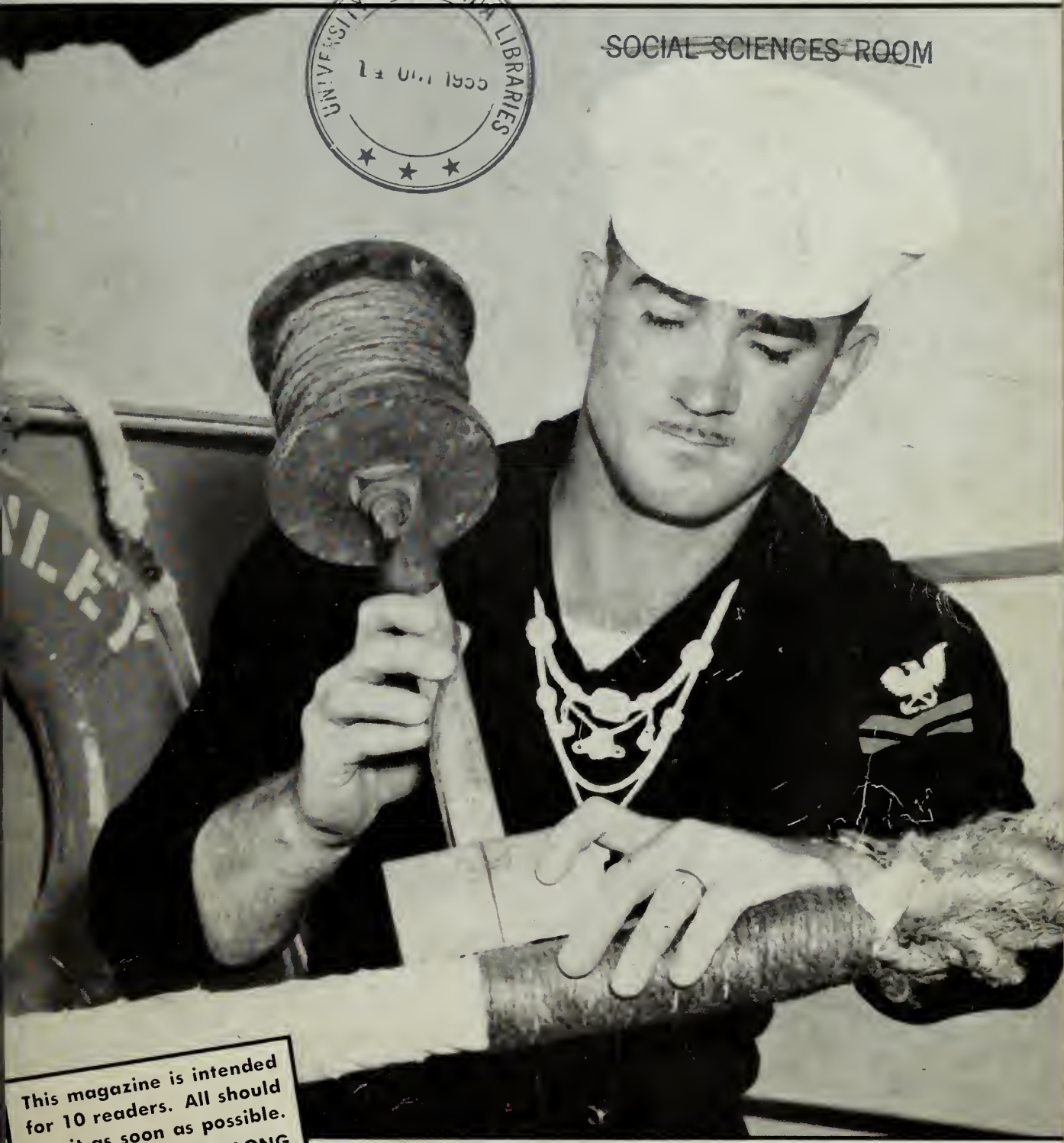
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OCTOBER 1955



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

OCTOBER 1955

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NUMBER 464

VICE ADMIRAL JAMES L. HOLLOWAY, Jr., USN
The Chief of Naval Personnel

REAR ADMIRAL MURR E. ARNOLD, USN
The Deputy Chief of Naval Personnel

CAPTAIN L. C. HEINZ, USN
Assistant Chief for Morale Services

TABLE OF CONTENTS

Stay Cool and Keep Warm in Cold Weather	2
The Word	6
'Good-bye Frisco—Hello Hawaii'	8
Touring Sailors Lean Toward Pisa	11
Bowditch: Sailors' Best Seller	12
Arlington—It Portrays Navy History	16
Line-up of Winners in Service Sports	20
Servicemap: News of Other Services	24
Letters to the Editor	26
Centerspread	
Fleet's New Line of Ships for '56	32
Today's Navy	36
Bulletin Board	
Reenlistment Rate Doubles in Six Months	42
Report on Living Conditions in Hawaii	42
Straight Facts about Living at Adak	44
Schools in Field of Naval Aviation	
for Officers, Enlisted Men	46
Directives in Brief	50
List of BuPers-Controlled Instructor Billets	52
New Correspondence Courses for Officers	
and Enlisted Personnel	55
New Movies for Ships and Overseas Bases	56
Decorations and Citations	57
Book Reviews	58
Book Supplement: Flying the Atlantic, 1919	59
Taffrail Talk	64

LCDR F. C. Huntley, USNR, **Editor**
John A. Oudine, **Managing Editor**

Associate Editors

G. Vern Blasdel, **News**

David Rosenberg, **Art**

Elsa Arthur, **Research**

French Crawford Smith, **Reserve**

Don Addor, **Layout**

• **FRONT COVER:** "WORM AND PARCEL with the lay, turn and serve the other way," as the old saying goes. W. J. Senn, BM2, USN, of USS Moun? McKinley (AGC 7), is serving with marline after having wormed and parcelled. Note fast method of supplying marline to the serving mallet.—Photo by C. C. Adcock, PN3, USN.

• **AT LEFT: RIDING IT OUT** together, USS Doyle (DD 494) and USS Formoe (DE 509) are pounded by heavy seas as they face an angry King Neptune side by side.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense Photos unless otherwise designated. Photos on pages 16 through 19 by W. J. Larkins, PH2, USN.



UNDER COVER of special clothing Navy men will explore polar lands. Earlier version above is being replaced by model (below) of cold weather clothing.



Keep Cool and Stay

WITH EXPEDITIONS and scientific teams from various countries on their way or planning trips to the frozen regions, the last two large unconquered areas on the face of the earth, the Arctic and Antarctic, are due to receive a great many visitors in the near future. The men making up these expeditions will spend many long hours trying to learn some of the secrets of these strange and mainly uninhabited locations in an effort to make it easier for men and machines to work and live in the sub-zero climates while engaged in peaceful pursuits or necessary wartime operations.

This new era of polar exploration, in which the U.S. Navy is one of the leaders, means that many Navy men and their ships will find themselves traveling in the direction of one or the other pole during the next few years. It also means that the units assigned to this duty will have to learn to live with a stern master—cold weather—and its various by-products such as ice, snow and the ever-feared whiteouts, (a whiteout exists when the combination of light glare in the atmosphere, uniform clouds and uni-

form surface makes it impossible to determine the horizon and destroys all depth perception.)

Since man first roamed the earth the Arctic and Antarctic have changed little. Much of these regions is still concealing untold mysteries which, when discovered, may make radical changes in our way of life.

Before this can be accomplished the people heading for the polar areas must learn how best to live with their enemy, cold weather. In the polar lands there are dangers lurking at every turn and the unwary may find that a hand has already become numb or that an ear is fast turning white with the telltale signs of frostbite. However, with the knowledge that has been gathered by past expeditions, and with the equipment that the Navy is supplying its men, these dangers can be licked.

One of the most important preparations that all must make before departing is to insure that the proper clothing is available.

The shipboard sailor dressed for the Arctic or Antarctic wouldn't draw any cheers at a fashion show, as the clothes he wears are designed to pro-

tect, not flatter him. Let's take a look at what you, as a typical Navyman, will wear.

The first layer of clothes would consist of the much-joked about item, long-handled underwear, but with a difference. All cotton instead of wool, the cloth is a special waffle-knit design to provide minimum contact with the skin, thus using trapped air for insulation. The idea was borrowed from the "Brynja" string-net undershirt worn by the Norwegians and well known to polar explorers.

Next come wind-resistant trousers and jackets with lightweight nylon fleece lining. For more severe weather a second pair of trousers and jacket are needed. These are made of waterproof fabrics inside and out which seal in the batting and fleecy insulation to protect them from losing warmth by absorption of perspiration or melting snow and ice.

Your hands and feet will come in for special attention for they are the parts of the body most likely to be affected by the cold. Insulated rubber boots are made on the same "picnic jug" principle as the sealed insulation

of the special jackets and trousers. These are worn with only one pair of medium weight socks. The practice of wearing two or more pairs of heavy woolen socks, recommended for other types of footgear may reduce protection from the cold if you are wearing the new type boots.

Your hands will be encased in mittens also made with sealed insulation. Conventional gloves or mittens are worn under these, depending on the job you have to do. But remember, gloves separate the fingers and do not help them to warm each other. To top off your clothing there is a variety of headgear, including fur-ruffed hoods for those men going ashore.

Sun glasses will also be essential. Because of the vast expanse of white and the resulting bright reflections, the eyes are put to a severe strain unless given some protection. (For a late type of sun goggles, see page 40).

Just because you're wearing plenty of clothing doesn't mean you can withstand any weather that may come your way. When working on deck and standing watch you will always have to be on the alert for the possibility of frostbite or freezing.



OPERATION DEEPFREEZE will pit Navymen and ships against the cold and its by-products, ice, snow, and ever-feared whiteouts occurring without warning.

Warm in Cold Weather

While in the polar regions, watches are rotated much more frequently than ordinarily, but it is up to you to be sure that you don't reach the danger point of cold. Whenever you feel extremely uncomfortable or chilled, you will be expected to let someone know about it or, if possible, swap off with another man who is more protected from the elements than you.

If you are one of the men selected to go ashore you will run into weather conditions which are more severe. Furthermore, you won't have a warm ship to duck into in case of trouble. Following is a list of do's and don'ts prepared by veteran polar explorers both afloat and ashore.

- *Do* eat plenty of fatty foods and sugar. These manufacture the body heat that is important in cold weather operations.

- *Do* shave before going to bed, rather than in the morning, to avoid unnecessary chapping.

- *Do* change your socks daily and keep your clothes clean, as you do in normal shipboard life. Dirt and oil from the body fill up the tiny air cells in underwear and other clothing, thus

reducing their insulating quality.

- *Do* make faces and grimace from time to time while out in the open. This is a test to find whether you are becoming a victim of frostbite.

- *Do* get medical attention as quickly as possible if frostbite or snow blindness is suspected. Quick medical attention may save you from blindness, the loss of a limb or your life.

- *Do* wear the bright colored outer garments provided for you when away from the ship or base. This will make it easier to locate you from the air in case you get lost.

- *Don't* grow a beard. It's a liability. Moisture from your breath, collecting on the beard, will convert it into an ice mask, making thawing of frostbite on the face difficult. Also it is more difficult to detect frostbite under a beard.

- *Don't* overdress. Too many clothes cause excessive perspiration which condenses to form hoarfrost within the layers of your clothing. This will melt and then freeze again, increasing danger of frostbite.

- *Don't* go on deck or out of shelter ashore unless properly clothed.





ICE AND SNOW of Antarctic weather are hard on Navy ships as well as sailors. Freezing water and snow form damaging crusts over ship superstructure.

- *Don't* venture out into a storm or into a likelihood of a storm.

- *Don't* remove pieces of clothing unless absolutely necessary. This can cause a sudden chilling which is dangerous.

- *Don't* use snow or water to try to counteract frostbite. This will only hasten the freezing action. If you can't get into a warm spot, try to put the affected part of your body against something warm.

- *Don't* remove shoes and socks quickly and clumsily while frostbite of feet is apparent. If you take them off hastily, part of the foot or toe may come with the sock.

- *Don't* eat snow. Touching snow to your mouth may cause the lips to get badly chapped.

- *Don't* touch metal with bare hands or skin. The portion of your

hand which touches the metal may stick and freezing begins immediately.

- *Don't* fall overboard. One of the worst things that could happen to you in polar waters is to take a fall into the drink. If that should happen, the experts have agreed, you have approximately eight minutes before passing the point of no return. However, with helicopters and improved rescue methods, those eight minutes are enough if you keep your head.

In the event you should get dunked remember that you are better off swimming than just floating in the water. Your exertions will help keep you warm and will thus prolong your life much better than if you just held on to a piece of floating timber or relaxed in your Mae West. A man who is swimming hard will, for a long

time, produce approximately the same amount of heat that he'll lose in water near the freezing point. Ordinarily, he won't perish of the cold as long as he can swim. Arms and legs being exercised will often remain warm enough to keep them from getting stiff, and will steal less heat from the rest of the body after rescue than they would if unexercised.

This doesn't mean that you should swim away from your ship or boat. Keep moving, but move towards the ship or in a circle if a helicopter is on its way to you.

Once a man is taken out of the water the medical experts recommend dunking him all over again, this time in warm water of 100 to 102 degrees Fahrenheit. Since few, if any, Navy ships carry bath tubs, the largest container on board will be used for this important part of the rescue. More than likely you will end up in the galley. Another possible container could be knocked together by the repair division out of wood and canvas.

Boiling it all down, the main items that shipboard personnel must remember for their own safety, in either the Arctic or Antarctic, are to dress warmly, not to remain on the exposed weather decks too long and to insure that they don't get in a position where they may be thrown over the side by a sudden lunge of the ship.

Readying Your Ship For Cold Weather

The rough treatment caused by ice in all its forms can be dangerous, and your ship will given special attention to make sure it can withstand the rigorous life and abnormal temperatures it will encounter. You will undoubtedly have a part in its preparation. These are some of the steps:

- Topsides and decks repainted; rigging will be regreased with a light coating; winter grade lubricants in all deck machinery.

- The cooling systems of motor boats and other exposed internal-combustion engines will be drained and refilled with ethylene glycol or alcohol.

- Storage batteries will be kept at as full charge as possible. The electrolyte must be at 1.280 specific gravity.

- A towing bridle will be rigged forward for immediate use if the situation requires that you be towed by an icebreaker. You'll have towing gear available on the fantail for possible use in towing another ship.

- You'll have to provide for inside

ONE WAY TO KEEP WARM—There will be plenty of snow-sweeping and shoveling to keep decks and gangways free from dangers of slippery ice.



stowage for acetylene, oxygen and other gas bottles since, if they are used directly from outside stowage in cold weather, up to 75 cubic feet volume is lost.

These are only samples of the many precautions that will be taken. In any event, you can be sure that when your ship reaches the ice regions, it will be in as good condition as planning, experience and hard work can make it.

When you have arrived, you can anticipate plenty of snow sweeping and shoveling. To avoid danger from ice and snow all decks should kept clear of snow before it has an opportunity to form a crust or become trampled and hardened.

In keeping the decks clean, special care has to be taken in removing ice close to any electrical cables and equipment cables and equipment because of the possibility of breaking them loose from switch boxes and other connections. Salt-water hosing is one quick means of melting snow and ice but should be used only in non-freezing weather.

You'll become familiar with the hardwood or nylon-faced mallet approximately six inches in diameter, used for chipping ice off the ship. Scrapers can be used but they may remove paint and cause rusting.

In addition to the cold and ice there is another common enemy that men, ships and planes have encountered, often with tragic results. This is the whiteout, as mentioned before.

The dangers in a whiteout are many. Men on foot lose all sense of direction as everything disappears in a mist of white. Ships may run into icebergs or even onto the shore, but the greatest danger is to aircraft.

Early this year a whiteout in Antarctica caused an accident that cost a helicopter pilot his life. *USS Atka* (AGB 3) was busy scouting the Antarctica coast looking for possible sites for the coming expedition. A group of scientists had been left ashore to run several tests and when time came to pick them up, a helicopter was dispatched to make the journey.

As the pilot neared the men on the shore a sudden whiteout occurred and he lost all sense of direction, flying the copter right into the ground.

Another instance of flying in a whiteout occurred in the closing days of W W II when a patrol plane was returning to its Greenland base after a routine North Atlantic ASW patrol.

After checking in with the home



VETERAN OF COLD WATERS, *USS Burton Island* (AGC 1) secures on a 'dead-man.' Previous expeditions have taught Navy men how to better face the cold.

base the pilot was "headed for the barn," when the plane took a sudden bounce. The pilot thought nothing of it until he checked his air speed indicator and saw he was losing speed. He applied power, but the indicator continued to drop.

The next move was instinct as the pilot tried to drop the nose and gain speed. The nose wouldn't go down. It couldn't as the plane was on the ground. Caught in a whiteout, the pilot had put it on the ground without even knowing it.

As a result, the crew of that plane, all veterans in the North, had to spend 16 days living off their wits and emergency rations before vehicles could push their way across the icecap to pick them up.

What do you do if you get in a whiteout? If you happen to be ashore

or on the ice pack the best thing you can do is stay put unless you are certain you can find your way back to the base or ship.

However, it is very easy to lose your way in a whiteout and the best advice is—stay put. Flyers should, if possible, climb above it to insure that they don't do what the aforementioned pilot did and fly into the ground. Aboard ship, the best bet would be to stand fast unless in heavy ice, in which case a slow and steady rate of advance would be best.

The Arctic and Antarctic, big as they are, can be and will be conquered. It may take years and it won't be an easy job, but you can rest assured that it will come to pass. You might have a hand in the task and if you should, just remember to keep cool.

—Bob Ohl, JOC, USN.

FLOATING ICE is an ever-present danger to Navy ships sailing world's frozen water ways. Here, ships unload equipment for camp seen at the far right.



THE WORD

Frank, Authentic Advance Information On Policy—Straight from Headquarters

• **LESS TIME**—Career-minded Navy-men in the lower pay grades are reminded that time requirements for advancement from pay grade E-2 to E-3 have been cut from six to three months. This makes it possible for men to advance to petty officer within the first year of their enlistments.

The change in time requirement was announced in BuPers Inst. 1414.3 which also urged commanding officers to establish accelerated training programs to insure that the men under their command get every opportunity for advancement.

The directive stressed that particular emphasis be placed on the training of men for advancement to pay grade E-4 to insure that they are qualified for the service-wide competitive examinations.

• **SHORE DUTY FOR STRIKERS**—The demand for designated strikers to fill vacant shore duty billets is greater than the current supply.

This surprising information came to light following a study of the BuPers Shore Duty Eligibility List, which indicates not enough designated strikers now serving at sea are requesting shore duty, although qualified. The result is that in some instances it has been necessary to draft Class A schools for personnel to fill vacant shore jobs.

In some cases it appears that Fleet strikers do not realize that requesting shore duty is a voluntary action—that they must initiate action by submitting an SDEL card when eligible

under the provisions of BuPers Inst. 1306.20B (see ALL HANDS May 1955, pp. 30-43). The Bureau does not ordinarily order strikers serving in the Fleet to shore duty unless they have requested it.

The majority of strikers must have served on continuous sea duty from 18 to 24 months to be eligible for shore duty. A year of obligated service (computed from transfer date) is required. The next Shore Duty Eligibility List, showing the status of shore billets according to rates, will be published in the November issue of ALL HANDS.

• **POLIO VACCINE**—Poliomyelitis vaccine for all dependent children of Navymen overseas has been allocated to the Department of Defense for distribution through its medical channels. The vaccine is also available to children of other federal personnel overseas, both civilian and military.

All vaccine obtained for use in the Department of Defense inoculation program will have been pre-tested according to the new, rigid standards established by the U. S. Public Health Service for safety and effectiveness.

The National Foundation for Infantile Paralysis has furnished the Department of Defense with 72,900 cc. for first and second graders in government families overseas as a part of its program of free vaccination.

The defense program will parallel that in civilian communities of

the United States, limiting vaccination at the present to children from five through nine years of age. The Department of DeDense estimates there are 450,000 children in this age group.

The vaccine will be given to all eligible children on a voluntary basis.

• **TRANSFERS OF ENLISTED NAVY-MEN** serving in the Atlantic Fleet to ships scheduled for permanent deployment to the Pacific Fleet are made by ComServLant and type commanders in accordance with ComServLant Inst. 1300.4.

The instruction also makes it possible for other Atlantic Fleet personnel to remain on the East Coast even though their ships are being deployed to the Pacific.

However, your request for transfer and its submission, in itself, does not necessarily mean that it will be approved. Needs of the service still come first.

Lant-Fleet personnel who wish to be transferred permanently to the Pacific should submit a request to Commander Service Force, U.S. Atlantic Fleet, via the type commander, giving the following information:

1. Full name, rate, service number and NJC.

2. EOS (end of service) date. If less than 12 months' obligated service, you must signify intention regarding extension of enlistment or active duty.

3. Last place of acceptance for enlistment, reenlistment or place from which you were last ordered to active duty.

4. Conduct marks for the past six months.

5. Date you reported to present duty station.

6. Reason for requesting transfer.

These requests will be held on file by ComServLant and approved transfers will be made on a rate-for-rate exchange basis with person-



PASS THIS COPY ON—Don't be a Pumpkinhead, ALL HANDS Magazine should be unmasked to at least 10 readers.

nel on ships being deployed to the Pacific who wish to remain in the Atlantic.

At least 60 days before the date of departure, ships being permanently deployed to the Pacific will submit to ComServLant via own type commanders, a list of the men who wish to remain in the Atlantic Fleet and who can be spared. The commanding officer will screen and reduce this list as he considers necessary to insure the ability of the ship to meet its commitments.

Type commanders will retain these lists until 30 days before the scheduled departure of the ship and make such transfers within the type as they desire to make. Final adjustments will be made by ComServLant.

• **OLYMPIC FUNDS**—You can play a big part in helping the U. S. win the 1956 Olympic games, even though you might not be an athlete of Olympic caliber.

You can help finance the United States team in the Olympic Games to be held in Melbourne, Australia, 22 Nov through 8 Dec 1956 and the Winter Games to be held at Cortina d'Ampezzo, Italy, 26 Jan through 5 Feb 1956.

Ships and stations throughout the Navy may collect funds for the Olympics by any practical method, such as passing the hat at movies or athletic events. Donations are entirely voluntary, and amounts contributed are up to the individual donor. Contributions are not necessarily limited to the National Olympic Day, 22 Oct 1955. You can make your donation to the U. S. Olympic Fund during the week of 16-22 Oct 1955 when your ship or station stages the collection drive.

All funds collected are to be forwarded directly to the Chief of Naval Personnel (Attn: Pers-G13) by the collecting activity for consolidation and transmittal to the U. S. Olympic Committee.

The day of 22 Oct 1955 has been proclaimed by the President of the United States as National Olympic Day in order to focus attention on amateur athletics in schools, colleges, business and industry, and at the many Armed Forces installations in the U. S. and overseas.

In the United States, the U. S. Olympic Association has always fi-

nanced the team's participation by voluntary popular contributions. Virtually all the work for the U. S. Olympic Association is done on a volunteer basis and all of the committees, coaches, officials, participants, team managers and trainers, and all persons having anything to do with the Games, likewise serve without any pay.

Further information on the National Olympic Fund Drive may be found in BuPers Notice 1710 of 10 Aug 1955.

• **PERFORMANCE TEST** — A new method of administering the performance test portion of the service-wide competitive examinations for advancement of enlisted personnel will go into effect February. In the past, performance tests were administered on the same day as the scheduled professional examination. Under the newly instituted system, commanding officers may schedule performance tests at least once each quarter or more often at their discretion.

You must successfully complete the performance test, if one is required for your next higher rate, before being allowed to participate in the regularly scheduled service-wide competitive examinations. After you have successfully passed the performance test for your rate there will be no further need for you to retake the performance test to become eligible for that rate.

As has been the procedure in the past, February examinations will include examinations for pay grades E-4, E-5, E-6 and E-7. (August examinations include examinations for pay grades E-4, E-5 and E-6 only.) Here's the schedule:

E-7 (CPO)—first Tuesday of February.

E-6 (PO1) — fourth Tuesday of February and August.

E-5 (PO2)—third Tuesday of February and August.

E-4 (PO3)—second Tuesday of February and August.

• **MSC APPOINTMENTS**—The 1955 Naval Examining Board has recommended that 28 officers and enlisted personnel of the Regular Navy receive permanent appointments as ensigns in the Medical Service Corps.

Formal notification of selections has been made by individual letter.

QUIZ AWEIGH

How's your novel I.Q.? If you know your insignia of officers and enlisted men, you'll have two thirds of this month's quiz licked. But you should aim for a 4.0, and to get this mark, you'll also have to know about recent changes in ships designations. What's your score?



1. A man wearing the crest (left) on his hat is on (a) officer in the U. S. Coast and Geodetic Service (b) enlisted man in the Merchant Marine (c) officer in the U. S. Coast Guard.

2. If you see a man wearing the insignia (right) on his sleeve, you'll know that he is (a) a petty officer in the Merchant Marine (b) a line officer in Merchant Marine (c) a first class midshipman on the U. S. Naval Academy.



3. An enlisted man wearing the specialty mark of a crossed bench router and stove tool would be a (a) metalsmith (b) builder (c) molder.

4. A man with the above rating would be in which rating group? (a) Group IV—Precision Equipment (b) Group VII—Engineering and Hull (c) Group VIII—Construction.



5. This ship is one of the newer types now operating with the Fleet. It is the (a) USS Willis A. Lee (b) USS Glacier (b) USS Northampton.

6. If you answered the above question correctly, you'll know that the ship was originally designated a destroyer leader. Its designation has now been changed to (a) patrol escort (b) frigote (c) ASW destroyer.

You'll find the answers to this quiz on page 51.



HAWAII BOUND MARS of VR-2 just about to become airborne as she roars toward Oakland-San Francisco Bay Bridge.

New Duty for the Laidlaws—

'Good-bye Frisco—Hello Hawaii'

THE AFTERNOON SUN paused in the sky over the bay before descending into the Pacific beyond the fabulous city of San Francisco. In this setting a Navyman and his family arrived at NAS Alameda, Calif.

James W. Laidlaw, AD1, USN, was en route to duty with VR-8, in Hawaii. Having been in the islands before, he was looking forward to his new duty station. It would be especially nice because his family was going to be with him. He knew that they would enjoy "Alohaland" and he was anxious to get started. His wife Lucille was a little nervous about the flight but the kids were eager to get started. Eight-year-old Jimmy was already in the clouds of excitement while Patty, 10, and Larry, four, were equally enthralled

—even baby Bobby, only 16 months old, seemed anxious to get the show on the road.

But the Laidlaws had arrived early and they had plenty of time to think about the trip—and time also to learn something about the men who were to fly them to Hawaii and the plane that would carry them there. It was comforting to Lucille to know that they were in the hands of VR-2, the second oldest air transport squadron in the naval service and the only unit in the military establishment that uses four-engine seaplanes as passenger carriers.

But most comforting of all was the fact that VR-2 has maintained a record of safety and dependability which is yet to be matched in the annals of seaplane aviation.

Her husband was more impressed by statistics. Take a look at the record. VR-2, a squadron of Fleet Logistic Air Wing, Pacific, has carried over 200,000 persons across the Pacific, carried over 16,000 tons of cargo and flown the equivalent of more than 20 round trips to the moon—that's a lot of flying in any book!

Before the Laidlaws had arrived at Alameda the cargo on their plane had already been loaded and the cargo handlers had loaded and lashed down a total of 14,833 pounds of cargo.

The navigators, Lieutenant R. M. Burkett, USN, and Lieutenant J. C. Novak, USN, and the pilots LTJG A. Naumchik, USN, and Lieutenant J. F. Brumfield, USN, (the Plane Commander) had been briefed on the

THE LAIDLAWs ARE GREETED by CAPT W. A. Sullivan, USN, CO of VR-2, and Plane Commander, J. F. Brumfield.



weather and other important flight information.

After his own briefing the Plane Commander had passed the word on to the crew to prepare them for the night's flight.

Then shortly before it was time to board the plane, LTJG J. L. Fletcher, usn, the Air Traffic Duty Officer, briefed the passengers on interesting statistics and explained the life preservers and other survival equipment that would be aboard the plane. Lucille paid particular attention to this briefing since this was to be her first flight.

At 2035 Pacific Standard Time the Laidlaw family went aboard the giant *Mars* that was to carry them to Hawaii. Lucille and the kids wondered how they could ever get such a huge thing off the ground. In the last light of an early summer day, the 74½-ton giant strained to break water as she headed toward the Oakland-San Francisco Bay Bridge. Almost before they knew it the Laidlaws were airborne. The *Mars* circled the area and gave the Laidlaws their last look at the city below them.

To Navyman Laidlaw it was "Good-bye Frisco—Hello Hawaii"—they were off at last! But it wasn't as easy for Lucille, she knew this was the last land she would see for over 2000 miles and as she watched the city and then the coast slowly disappear in the distance it was like saying good-bye to an old friend—it was "Goodbye Frisco" and "Good-bye U. S. A." Then it was gone and only the ocean could be seen beneath them.

The plane soared into the sunset and they were off to start a new life among new surroundings and with new Navy friends in a land she had always dreamed of seeing. Lucille smiled at her husband—"Stand-by Hawaii—here come the Laidlaws!"

When the plane had leveled off the passengers were permitted to take a "Cook's tour" with the various crew members acting as guides. G. M. Hall, AD1, usn, the Chief Engineer, explained the flight engineer's panel to Lucille while Patty and Jimmy attached themselves to J. N. Moscarelli, AD1, usn, another engineer.

Captain W. A. Sullivan, usn, CO of Air Transport Squadron Two, was aboard and made the heavily loaded take-off. He then turned over the controls to the regular pilot. Captain Sullivan explained to Lucille and Patty how the navigation chart was



BIG THRILL for Larry and Jimmy came when the pilot let them sit at the controls of the 74½-ton giant after the automatic pilot had been set.

marked and they watched their own flight progress on it.

Larry and Jimmy even got to sit at the controls of the big *Mars* after Plane Commander Brumfield had made sure the automatic pilot was working properly.

But even the novelty of a plane's tour wears off when little tots get sleepy, and they began to settle down for the night. One of the plane's orderlies, G. G. Minor, AN, usn, looked after their comfort and brought them all hot chocolate. The other orderly was G. A. Eiler, AN, usn, busy serving hot coffee to the grown-ups. Most flights such as this one, which is scheduled as a passenger "lift", carry two orderlies aboard, one for each

of the plane's passenger deck levels.

Until the fall of 1954, nurses were carried on trans-Pacific trips to help care for dependent and small children. Due to medical requirements of the service however, their allowance no longer exists in Air Transport squadrons except for evacuation.

After their hot chocolate the children would have no trouble going to sleep—neither would the grown-ups for that matter. The seats of *Mars* are fully reclining and are made of foam rubber, insuring maximum passenger comfort. There is also plenty of leg room available since the plane has the equivalent cubic content of a 15-room house.

After the children had settled down

MORNING BREAKFAST high in the sky is enjoyed by all after peaceful night's sleep. Mrs. Laidlaw eats while Daddy feeds 16-month-old Bobby.





AND SO TO SLEEP. Little Bobby drifts off to dreamland while his father, L. A. Laidlaw, AD1, USN, takes a cat nap.

for the night, Papa Laidlaw helped himself to the coffee that is always available and took his turn at touring the aircraft. He first visited Radioman L. E. McCants, AT1, usn, where he listened to reports on the weather ahead of them and picked up the additional information from McCants that *Mars* holds the current seaplane nonstop distance mark—flying from Honolulu to Chicago in 1948—a distance of 4748 statute miles.

While visiting the Chief Engineer, Laidlaw got to sit in on some first class repair work in the air. Some of the cowlings had vibrated loose on one of the engines and would have to be fastened down from the inside. Chief Engineer Hall invited him to tag along if he wanted to and the two of them crawled out into the wing where Laidlaw was amazed to see how work can actually be done

on the accessory section of the engine while *Mars* is in flight. Although going out into the wing was not really dangerous the expression of relief on Lucille's face was evident when her husband returned to the cabin.

By this time everyone had settled down for the night and most of the passengers were asleep. Laidlaw didn't know how many people were on board but not one of them seemed to have any trouble dozing off. It sure was peaceful there with his wife and children winging their way to a new duty station. He had seen a lot of the world since he left Wall-halla, North Dakota, to join the Navy back in 1941. Before long he too was fast asleep.

Morning found a plane-load of hungry passengers eager to accept the breakfast served by the two orderlies—and one of the hungriest was baby Bobby who was enjoying the flight as much as the rest of the passengers.

Not long after the breakfast trays were collected they were told to "Fasten Seat Belts"—they were landing at Hawaii. Only 12 hours and 2427 miles after take-off at Alameda and already at their destination! Except for Laidlaw, his family was setting foot on Oahu soil for the first time and there was a lot of excitement when it came time for all of them to disembark.

After a few hurried "Good-byes" to the crew the Laidlaws left the plane to begin their new tour of duty. (For info on living conditions in Hawaii turn to page 42.)

Even as they stood there taking in the beautiful scenery the crew from VR-2 was turning on the engines to ready the same aircraft for a flight back to Alameda at 1630 that same day.

Looking at the huge craft that had carried them over the Pacific, Laidlaw found it hard to believe that she would someday be replaced by the higher-flying R3Y *Tradewind*—a newer seaplane transport. *Tradewind* with its 80-ton turbo-prop would enable Naval Air Transport Squadron Two to give even more efficient service to the Fleet. But *Mars* will not be forgotten by the Laidlaws and the other passengers who have traveled in her in one of the finest free rides in the Navy.—Yes, sir; the Navy sure takes care of its own.

—Ted Sammon.

ALL HANDS



DURING 'COOKS TOUR' of *Mars* the Laidlaws watch progress of their flight on plane's charts. Below: First view of Hawaiian scenery is enjoyed by the Laidlaws.





SIGN POINTS OUT interesting liberty possibilities in and around Pisa, Italy.

Touring Sailors Lean toward Pisa

AT A CROSSROAD near Pisa, while on your liberty in sunny Italy, you'll find it difficult to decide the direction to set your course.

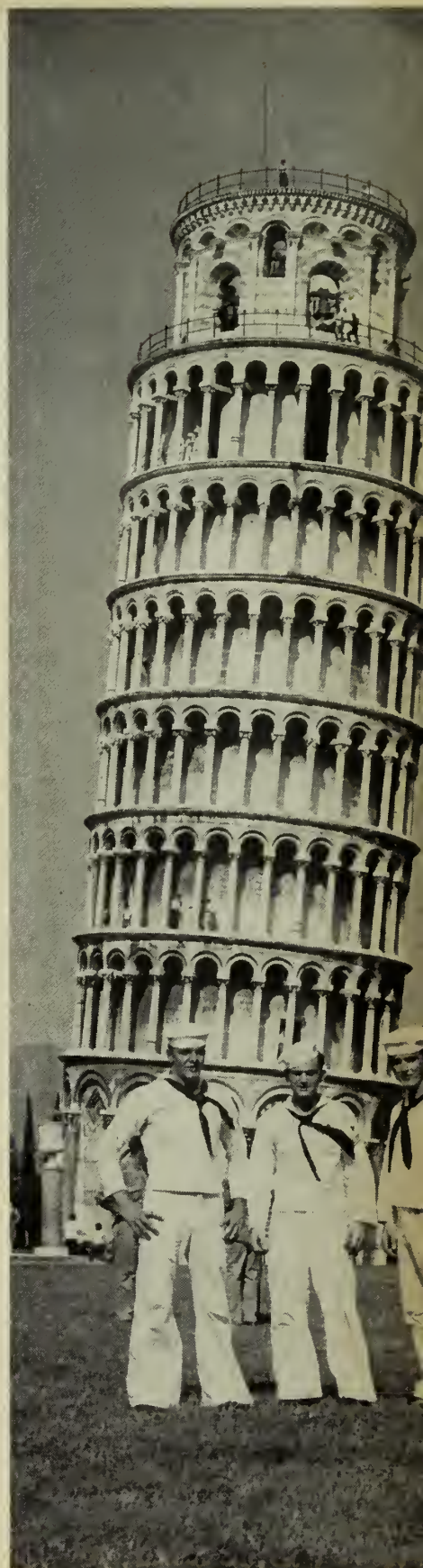
Whether to cruise to the white sands of nearby Viareggio, the largest beach on the Tyrrhenian coast and one of Europe's finest resorts, or to log in the world famous landmarks of Pisa, or just to relax under the umbrellas of a side walk cafe in the picturesque Italian port of Leghorn—that would be the question facing you, as it did four sailors from *uss Arcadia* (AD 23).

The home of the famed leaning tower won out in this case. After a look at Leghorn the Navymen ar-

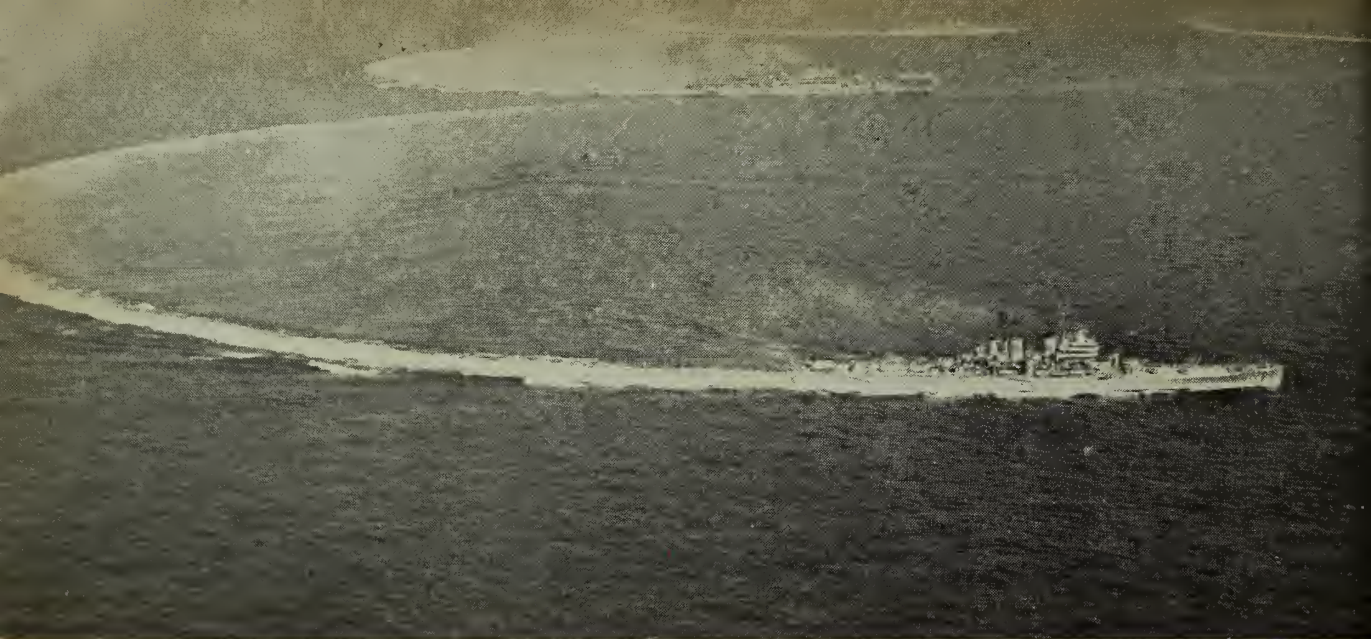
rived at their destination to enjoy the sights that have become so familiar to sailors cruising the Med.

The climb up the tower's ladder of some 294 steps and the view of Pisa from the terrace at the tower's top was "something to write home about." The sailors also enjoyed their tour of the Camposanto and its surrounding galleries of rare art

Back on board the destroyer tender, now serving as flagship for Commander Service Force Sixth Fleet, they swapped tales of the day's adventure in a foreign land and all agreed that their geography lesson Navy-style had it all over the "little red school house" back home.



LIST OF PISA'S TOWER makes interesting background for souvenir photo. Left: Sailors relax in cafe at Leghorn.



TODAY'S NAVY requires both dead reckoning and latest navigational aids. New 'Bowditch' will give you the word.

Sailors' Best Seller

"The New American Practical Navigator, by Nathaniel Bowditch, A.A.S., is published by Mr. Blunt of Newburyport, and is for sale at Salem."

THUS READ an announcement in the Salem, Mass., *Gazette* of 1 Jun 1802, marking the first appearance of a book which—with many revisions to keep it up to date—is still being distributed at the rate of some 300 copies a month.

Sometime next year similar announcements will signal the appearance of yet another "Bowditch." And this "Revised Edition 1955," like every edition since 1866, will bear the phrase "Published under the authority of the Secretary of the Navy." For almost a century it has been the Navy's job to keep this mariner's handbook up to date.

The story behind this how-to-do-it book for navigators—how it started and why, and what has kept it going for 153 years—can best be told by looking briefly at the history of marine navigation and at Bowditch himself.

The art of sailing goes back to the dawn of recorded history, with the early sailormen practicing their trade in rivers—with both banks usually in sight—in island archipelagoes or along coasts, where land was just over the horizon or to port or starboard. But they also

made some use of the skies—after all, it was a simple matter for the seaman of those days to tell direction from the quarters on which the sun and moon rose and set, while at night stars moving across the heavens served the same purpose. And as far back as the second century B. C. crude charts and maps were also in existence.

Polaris, the Big and Little Bears and the Pleiades were celestial symbols for the earliest sailors, and they and their celestial sisters were an integral part of navigation for the Greeks, the Egyptians, the Japanese and peoples of the Pacific islands.

As sea trade continued and traders became bolder, a few brilliant souls began writing down "sailing directions." Records show that these early seafarers also made use of primitive sounding logs, their knowledge of prevailing winds and currents and cumulus clouds marking islands and shorelines. Crude devices for finding latitude also existed, but longitude was a different matter. These early seamen usually achieved their desired landfall by finding the correct latitude and then sailing east or west—a time-consuming method at best, but a disastrous one if their latitude was wrong and they were seeking an island.

After the fall of Greece and Rome the new maritime powers



of the Middle Ages produced even better sailing directions, describing harbors and the passages between them, as well as everything of importance a navigator needed to know for making a successful passage. At the same time, cartographers had greatly improved their charts, including on them compass bearings and distances. Still, they had little means of determining their exact longitude.

By the time Nathaniel Bowditch was born—in 1773—the science of navigation for Yankee skippers was pretty much this: Latitude presented no problem, being easily estimated by means of a meridian altitude of the sun. Longitude was one big headache, although men concerned with navigation had known for years that longitude *could* be determined by any one of several methods, all complicated.

The simplest of these methods—and the most popular, naturally—was the determining of “lunars,” a method based on finding (by use of a sextant) the angular distances between the moon and a pair of fixed stars, then comparing the results with a lunar distance table prepared in Greenwich time. But there were a couple of problems here: (1) reasonably accurate lunar tables did not exist until the 1760s; and (2) finding longitude by this method required both mathematical skill and a passion for accuracy—and too many shipmasters had neither. As a result most skippers continued to rely on “dead reckoning” and their own “sense of direction.”

Even better, the chronometer had recently been developed in England, enabling a skipper to take Greenwich time right along on a voyage—but what frugal Yankee skipper would lay out money for that fairly new, frightfully expensive device when he had faith in his own ability to make a fast, profitable run?

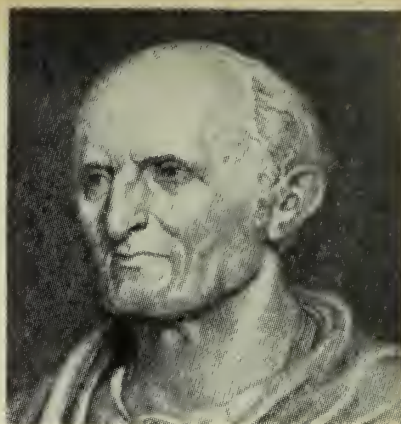
When Nathaniel Bowditch was born in Salem, Mass., on 26 Mar 1773, no one dreamed of the effect he would eventually have on navigation. As a youngster Nat was sent to the best school in Salem, but he soon tired of the endless spelling lessons which were the fate of the younger students. Nathaniel Bowditch was more fascinated by the arithmetic taught older lads in the one-room school and decided he, too, wanted to study ciphering.

Thus he set forth on the sea of

mathematics which one day would lead to the Salem Marine Society to eulogize: “As long as ships shall sail, the needle point to the north, and the stars go through their wonted courses in the heavens, the name of Dr. Bowditch will be revered.”

But that was far in the future, and Nat was little more than 10 years old when his father put him to work in a cooperage, helping make barrels for packing Salem's seagoing commerce. A scant two years with staves and hoops and endless oak shavings and the elder Bowditch apprenticed his son to a ship chandler. However, clerking in a chandlery, like coopering for his father, left Nat plenty of time to indulge his passion for study.

And study he did—navigation, astronomy, surveying—anything even remotely connected with mathematics. His birth into a seafaring family living in a town of seafarers, coupled with his consuming interest in mathematics, made it only natural for young Bowditch to show an extraordinary interest in navigation. The scrawny ship chandler's apprentice began a serious study of navigation at the tender age of 13, buying notebooks for copying out material from books he couldn't afford to buy.



Nat Bowditch

Going beyond mere study and the copying of other learning, Bowditch found time to build a barometer, a wooden quadrant, a sundial—and put together an almanac covering the years 1789 to 1823.

While Bowditch was growing up the maritime ventures of Salem were also growing, with Salem ships not only turning up in ports all over the world, but—navigation being what it was—occasionally turning up in ports their skippers had never seen before and hoped never to see again.

Bowditch turned 21 in 1794 and soon began preparing for his first voyage on a Salem merchantman.

LIKE THE GREEKS AND EGYPTIANS, modern navigators still use the stars to guide their ship. Here, a Navy navigator uses his sextant to 'shoot the stars.'



He filled notebooks with navigational data, and learned such things as how to keep ship's logs and sea journals. The mathematician-turned-sailor shipped for this first voyage as a combination clerk and second mate. In addition to the tedious paperwork required of a clerk, he also had to stand watches as a mate.

Still, Bowditch found time for his studies. At every chance he checked the ship's position against his own celestial sights, filling notebooks with his findings and with data on winds, currents and soundings—and correcting errors and the charts and sailing data carried by the ship.

It was on this voyage that Bowditch thought of a new method of making lunar observations, a method so simple that even the most unlearned seaman could be taught to find his ship's longitude.

While Bowditch was on his first two voyages—and still finding and correcting mistakes in nearly every chart and navigational publication the ship had aboard—an American printer brought out a nautical volume on navigation. It sold so well that he followed it with *The Practical Navigator*, an English work by John Hamilton Moore. Bowditch found numerous errors in this book and a revised edition was published based on Bowditch's corrections.

He continued to improve his knowledge and develop more simplified techniques. When Bowditch left Salem on his fourth voyage he took along a "cargo" of notes on

navigation. As the cruise progressed, so did the mathematician's endless search for new material. But Bowditch also found time, as on his previous cruises, to try his ideas on his less-educated shipmates.

By the time the merchantman neared Salem on her homeward voyage, Nat Bowditch had written a new type of simplified handbook of practical navigation which corrected some 8000 errors that had appeared in previous texts. Published in 1802 and revised many times since (but still bearing the name "Bowditch"), the *New American Practical Navigator* was a book which soon earned for itself the nickname "seaman's bible."

A copy of that first volume rests among the rare books in the library of the U. S. Navy's Hydrographic Office, near Suitland, Md. Between its brown leather covers are 276 dog-eared pages of nautical information. 247 pages of easy-to-understand instruction and 29 pages of tables, sea terms and assorted information of use to the sailor of the last century. In his instructions Bowditch covered such subjects as geometry, trigonometry, logarithms, handling of the log and glass, quadrant and sextant, determination of altitudes, declinations, time and lunar observations (by the simple method he originated)—all in easy-to-read language.

This first "Bowditch" also contains surveying directions, data on winds, directions for finding the times of high tides, notes on cur-

rents and marine insurance statistics. Assuming almost no knowledge on the part of the reader, Bowditch was intended to give that reader a complete picture of the tasks of a ship's officer.

Before publication of this first *New American Practical Navigator*, ships made their voyages without exact calculation of their courses. Bowditch, in presenting his easily understandable—and workable—system of navigation, made it possible for a skipper to sail a straight course to his destination instead of rambling over half an ocean. He helped make Yankee ships the world's fastest at a time when the United States was largely dependent upon its maritime trade.

Although Bowditch gave up the sea after a fifth voyage, he continued to revise the *Practical Navigator* until his death in 1838. One of his sons continued revisions of the work until 1868, when the U. S. Navy acquired the copyright—and the Hydrographic Office acquired the job of revising and updating Bowditch.

Navy-prepared editions, covering the latest advances in navigational equipment and techniques, were printed in 1882, 1904, 1915 and 1925. Despite these revisions, however, Bowditch the book remained primarily the work of Bowditch the man until the edition of 1938, which embodied the most extensive changes made in the work since the 1882 edition.

The upcoming edition, the most

NAVIGATION PROCEDURES published in 'Bowditch' were as valued by seamen in 1802 as they are today.





BLUEJACKETS plot surface and upper atmosphere conditions, two important factors in sea and air navigation.

extensive revision ever made, will be marked by changing the color of the book's cover, with the tan and black being replaced by blue and gold. The content of the new edition has been altered perhaps even more radically. No sentence, example or table from previous editions has been used (although some of the changes are minor). Since the first Yankee skipper put to sea with a Bowditch to guide him, the science of navigation has been vastly complicated by new methods, practices and devices. Seafaring men can readily find textbooks on the essentials of navigation—but a good reference work covering the entire field is something else.

That need will be filled by the new Bowditch, presenting as it does information not readily available from other sources. Here's how one Hydrographic Office expert explains the new "seaman's bible":

"The first section of the latest Bowditch is divided into eight parts. The first part is called 'Fundamentals.' It includes first a history of navigation; not a recitation of dates and facts, but something to give the user the background of navigation today. The rest of the first part will cover various elementary subjects such as chart projections, definitions and basic concepts. The second part on 'Piloting and Dead Reckoning' will be composed of four chapters. The next part—'Electronic Navigation'—will be almost entirely new. It will have four chapters, two of them on basic

concepts concerning electronics and their use in navigation, and two on application of these principles to specific systems. The fourth part will be 'Celestial Navigation.'

"These first four parts complete what might be called the 'how' of basic navigation. Then comes part five, 'The Practice of Navigation.' The first chapter of this part will be the practice of marine navigation. Following this will be several chapters containing information for the mariner on how navigation is conducted on a submarine, in polar regions, in lifeboats, on land, and in the air. Following this will be an entirely new chapter on the treatment of navigational errors. This will not be concerned with the blunders of the navigator, but the errors, realizing that no information he has is completely accurate. The

chapter will consider the size, nature, and application of these errors. The last three parts will deal with 'Oceanography,' 'Weather,' and the 'Production of Charts,' including hydrographic surveying. There will be a total of 44 chapters, plus lengthy appendices including 37 'Useful Tables.'"

Aside from its reference aspects, the revised Bowditch embodies a shift in emphasis from step-by-step solution of navigational problems to the interpretation of results. It lists the considerations that might apply in a particular situation, and suggests that a decision can only be made by someone on the spot, after evaluation of available information. The new volume also devotes space to a full development of the Sumner "line of position," a less limited method of finding position than that of latitude and longitude as usually found.

As you can see, the new *American Practical Navigator* doesn't sound much like the volume old Nat Bowditch fathered some 150 years ago. But you can bet your sea boots on one thing: the new "seaman's bible" with its 1300-odd pages retains the simplicity which marked its forebears. And it, too, is destined to occupy an honored position in the charthouses and on the bridges of Uncle Sam's Fleet, as well as those of the Merchant Marine.

For, although the new Bowditch will be "a book of a different color," you may be sure it continues to merit its nickname.

When the New Bowditch Will Be Available

Material to be included in the new edition of "Bowditch" has been turned over to the Government Printing Office, and the edition is now in the process of being printed and bound. However, it is not expected to be ready for distribution until about June 1956.

The Navy Hydrographic Office has requested that personnel do NOT write to them requesting information or copies of the new volume. Announcement of its availability will be made in the *Notice to Mariners* and *ALL HANDS* when the new edition is available.

Arlington—It Portrays Navy History

ARLINGTON NATIONAL CEMETERY is—to most of us—the site of the Tomb of the Unknown Soldier and a place of geometrical rows of small marble headstones; a port of call for the national capital's endless stream of tourists and tour busses. What you've read, newsreels, perhaps, or a casual tour in the vicinity might also have given you the impression that Arlington is all-Army.

A journey through this great national shrine will convince you, however, that nothing could be farther from the truth. It's true that Arlington is "surrounded" by historic Fort Myer and that Arlington (like all open national cemeteries) is administered by Army's Quartermaster Corps. But it is also true that the cemetery is open to members and

honorably separated former members of all the U.S. armed forces, as well as members of the U.S. Public Health Service and Coast and Geodetic Survey.

Here—in some 420 acres of wooded hills and grassy slopes—are simple headstones marking the graves of men who have made American history. And here are many more stones naming the "little guys," the seamen and PFCs and corporals who also played a part in that history. These stones represent men from practically every U.S. military campaign—the American Revolution, War of 1812 and the Mexican border disputes; the Nicaraguan Campaign and the Spanish-American War; World Wars I and II and Korea. All told, there are approximately 100,-

000 graves in the cemetery, representing every state in the union.

Arlington has a full share of the records and symbols of naval history, from the tombs of unknown sailors to the mast of *uss Maine*; sea fighters from the Civil War's David Dixon Porter to Sampson and Schley, nemesis of the Spaniard's fleet; from Farragut to VADM Marc Mitscher of WW II fame. Here too you will find monuments of sailors who have reached for the limits of the earth, from Lieutenant Wilkes who explored the Antarctic to Admiral Peary, conqueror of the North Pole.

Historically, the rolling hills which now make up the cemetery were part of an 1100-acre plantation bought by John Parke Custis in 1778. The Custis family retained the estate until it was seized by Union General Winfield Scott in 1861—as a precaution against the Federal leaders across the Potomac being forced to look down the muzzles of Rebel cannon.

In July 1861, shortly after seizure of the property, the entire area became an armed camp, with two forts and a field hospital in operation. The U.S. acquired title to the estate in 1864.

The first military burial was made in the cemetery on 13 May 1864, almost a month before the property was set aside as a national cemetery. The first unknown soldier was buried two days later. These early burials were at the northeast corner of present-day Arlington, near the Ridge Road entrance to Fort Myer's North Post.

For the casual visitor, perhaps the two most interesting sections of Arlington center around the Memorial Amphitheater and the Custis-Lee Mansion. The mansion, built by the Custis family more than a century ago, was formerly known as Arlington House. However, it became Robert E. Lee's home after his marriage to Mary Anne Randolph Custis in 1831. The house, restored to its original condition, is open to the public. Uniformed servicemen may tour the mansion without charge.

Around the mansion, on the slopes overlooking the Potomac are the graves of many distinguished military leaders of the Civil War period. Half hidden beneath a towering ever-

MAST OF USS MAINE and anchor similar to one carried by the ill-fated ship, stand as a memorial to the Navymen who lost their lives in Havana Harbor.





SAILORS TOUR ARLINGTON'S wooded hills and grassy slopes where memorials stand to men who have made history.

green is a small weatherworn stone marking the final resting place of David Dixon Porter, usn, (1813-1891), one of the nation's most brilliant Civil War admirals. A lieutenant at the beginning of the war, Porter in little more than two years worked his way up to the rank of rear admiral and the command of a squadron. After peace came he served from 1865 to 1869 as superintendent of the Naval Academy, doing much to increase the efficiency of that organization. In 1866 he was promoted to vice admiral and on the death of Farragut in 1870, was advanced to the rank of admiral.

Other points of interest in the vicinity of the mansion include:

- Temple of Fame, a white octagonal memorial to 12 notable Americans, including Admiral Farragut.

- Grave of Navy's Charles G. Wilkes (1798-1877), a polar explorer. Lt. Wilkes showed great courage in leading a poorly-equipped expedition in the discovery and exploration in 1840 of the Antarctic territory which bears his name. Then, during the Civil War, Wilkes commanded the steam sloop *San Jacinto* which halted a British ship to remove a pair of Confederate gentlemen newly-appointed "diplomatic commissioners" to England. Eventually, however, the commissioners were freed and allowed to proceed on their journey. Shortly after this episode, Wilkes was retired as a rear admiral.

- Grave of Admiral Winfield Scott Schley (1839-1911), who among other things, established the first school for Navy cooks and who had a hand in the change to government-procured clothing for sailors. But those accomplishments were of little interest outside the Navy. The nation first became aware of Schley when he headed an 1884 expedition which rescued survivors of an Arctic

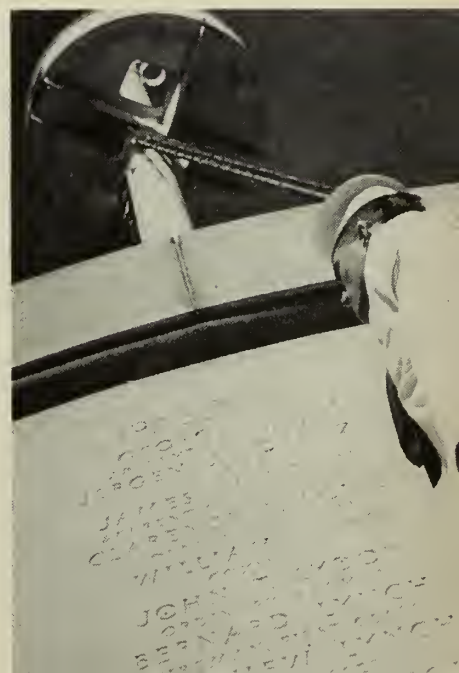


POINTS OF INTEREST INCLUDE marker to RADM Peary. Below, names of the known dead from Maine are inscribed in stone below mast of their ship.

expedition headed by the Army's Lieutenant A. W. Greely. His chief claim to fame, however, derives from his part in the destruction of Spanish Admiral Cervera's fleet at Santiago in 1898.

- Tomb of the Unknown Dead of the Civil War, a granite sarcophagus over a common vault containing the remains of 2111 Union soldiers. These unknown dead were brought to Arlington in 1866 from Manassas and other nearby Virginia points.

The Arlington Memorial Amphitheater is an oval colonnaded structure in the classical design, built of white Vermont marble and seating 5000 persons. Below the stage on the east front of the building are 48 crypts, designed for the burial of one man from each state who has performed distinguished service for his





BEST KNOWN AT ARLINGTON is the Tomb of the Unknown Soldier. Inscription reads, 'Here rests in honored glory an American Soldier known but to God.'

country. None of these crypts has yet been used.

An older amphitheater, a wisteria-covered pergola, may be seen near Lee Mansion. Built in 1873, it was the site of annual Memorial Day services before the erection of the Memorial Amphitheater.

The Tomb of the Unknown Soldier, which is probably America's most famous war memorial, stands at the east front of the newer amphitheater.

FROM SEAMAN TO ADMIRAL, from private to general, all have a place in this national shrine for men of all services who have served their country well.



men who lost their lives in Havana Harbor back in 1898.

USS Maine, a second-class battleship under command of Captain Charles D. Sigsbee, had arrived in the harbor on 24 January for a friendly visit. At 2140 in the evening of 15 February an explosion took place which instantly destroyed the vessel, sending it to the bottom with the loss of two officers and 264 men. The ship's pet cat and her captain survived, however.

According to findings of the Court of Inquiry: "The destruction of the *Maine* occurred at 9:40 p.m. on the fifteenth day of February, 1898, in the harbor of Havana, Cuba, she being at the time moored to the same buoy to which she had been taken upon her arrival. There were two explosions of a distinctly different character, with a very short but distinct interval between them, and the forward part of the ship was lifted to a marked degree at the time of the first explosion. The first explosion was more in the nature of a report like that of a gun, while the second explosion was more open, prolonged, and of greater volume. This second explosion was, in the opinion of the court, caused by the partial explosion of two or more of the forward magazines of the *Maine*."

"On the night of the destruction of the *Maine* everything had been reported secure for the night at 8 p.m. by reliable persons, through the proper authorities, to the commanding officer. At the time the *Maine* was destroyed the ship was quiet, and, therefore, least liable to accident caused by movements from those on board."

The bodies of those recovered at the time of the disaster were buried temporarily in Havana. Then 165 were reburied in impressive ceremonies at Arlington in December 1899. In 1910 plans were made for raising the ship, and for burial in Arlington of the bodies thus recovered. So, on March 1912 an additional 65 men were buried in the area.

Their memorial consists of a marble base surmounted by one of *Maine's* mizzenmasts. The base represents a battleship turret and also serves as a receiving vault. Around its sides are inscribed the names of the men who died in the explosion, men with such ratings as coal passer, machinist, seaman, landsman, gunner's mate, fireman, marine, oiler,

apothecary, carpenter's mate and coppersmith. The names of the two officers who went down with the ship, as well as another who later died of his injuries received at that time, are also inscribed on the memorial.

The remainder of their story is told by headstones marked simply "Unknown," "Three Unknown" or "Five Unknown," *uss Maine*. A few of the stones bear names.

On a leisurely cruise around Arlington's 13 miles of avenues and the paved walks you will spot numerous other points of interest, some Navy, some not. Located in the center of Jackson Circle (and visible from the *Maine* memorial) is a monument erected by the United Daughters of the Confederacy "To Our Dead Heroes." A single female figure, bearing an olive branch and representing the South at peace, surmounts the monument. Thirty-two lifesize figures around the base show Southern Civil War scenes. Graves of some 400 Confederate dead and their descendants are located in the circle around the memorial.

Nearby lie patriots of the American Revolution and the War of 1812, transferred to Arlington in 1892 from an old Georgetown burial ground.

A simple spire on Miles Avenue is inscribed with the story of Midshipman James Thomas Cruse, a story that ranks him with the Navy's more heroic figures. Cruse died 19 July 1907 from injuries received in an explosion aboard *uss Georgia*. The 19-year-old midshipman's words when aid was offered make his epitaph: "Never mind me, I am all right. Look after those other fellows."

A bronze plaque tells the story of a battered monument which once stood on Flamenco Island in Panama Bay and is now on Capron Drive. The stone was erected on Flamenco by officers and men of *uss Lancaster*, in memory of nine shipmates who died and were buried there during *Lancaster's* first cruise in those seas, 1860-61. In 1911 the monument was transferred to Isthmian Canal Zone, then in 1915 to Arlington.

Atop a breezy knoll in the southeast corner of Arlington stands a granite terrestrial globe, with a bronze star marking the North Pole. Here, overlooking the Pentagon and the sparkling waters of the Potomac and southern Maryland, is enshrined the memory of one of the Navy's most

famous explorers — Rear Admiral Robert E. Peary (1856-1920).

Preliminary journeys in North Greenland led to Peary's determination to conquer the pole. Realizing that his only chance of success lay in willing service from Eskimos, Peary lived among them, making friends and learning their methods for survival in the frozen wastes. Like most great explorers, Peary trained for his task by years of hard work, learning from each success, each failure.

Setting sail in 1908, Admiral Peary recruited Eskimos and set up advance bases. Finally, on 22 Feb 1909 he and a party of five started their march on the North Pole. His records show that the Pole was reached on 6 Apr 1909, thereby accomplishing a task which dozens of hardy dreamers had tried.

Nearby is the U.S. Coast Guard Memorial, a low pyramid designed to suggest the dangers of coastal navigation and the Coast Guard's ideals of steadfastness and endurance. The memorial was erected in memory of the officers and crewmen of the Coast Guard ship *Seneca* and the cutter *Tampa*, both lost with all hands. *Seneca* was lost while attempting to salvage a torpedoed British steamer in September, 1918; *Tampa* was sunk by an enemy submarine a few days later.

Simple headstones near the intersection of Roosevelt and Grant Drives mark the graves of William Franklin Knox (1874-1946), World War II Secretary of the Navy; and

VADM Marc A. Mitscher (1887-1947). Mitscher, commanding Carrier Task Force 58, led the attack across the Pacific in World War II—developing in the process a new concept of sea warfare. Tough and tireless beneath his perennial baseball cap, Admiral Mitscher was made of rare material: Entering the Naval Academy in 1904, he "bilged out" in 1906 (earning in the process the nickname "Pete," after the first member of his class to fail). He was reappointed immediately and completed the Academy without distinction—yet he had the rare honor in later years of being offered (and turning down) the Navy's number one billet, that of Chief of Naval Operations. Less than two years later, in 1947, Admiral Mitscher died in Norfolk Naval Hospital, while serving as Commander in Chief of the Atlantic Fleet.

On a hillside to the right of Arlington's elaborate memorial entrance are the graves of such well-known Americans as President William Howard Taft (1857-1930); and Robert Todd Lincoln (1843-1926), son of the Civil War president, who became Secretary of War.

There, too, you will find the Honorable James V. Forrestal (1892-1949), a lieutenant (and pilot) in the World War I Naval Reserve Force, who eventually became Undersecretary and then Secretary of the Navy, and the nation's first Secretary of Defense. His epitaph: "In the great cause of good government." —Barney Baugh, JO1, USN

MEMORIAL AMPHITHEATER of white Vermont marble was completed in 1920. It seats 5000 and replaces an older one built in 1873 for ceremonial use.



Line-up of Winners in Service Sports

Rifle and Pistol

The "big shots" in the Navy met in the All-Navy Rifle and Pistol Championships held in August at the Fleet Air Defense Training Center, Dam Neck, Va. The team from the Ninth Naval District, coached by Captain J.F. Harper, usn, commanding officer of the Great Lakes Administrative Command, captured the Navy rifle championship with a final score of 1360.

The Potomac River Naval Command pistol team, led by Commander E.E. Hedblom, MC, usn, of NAS Patuxent River, Md., took the All-Navy pistol team title with a score of 1074. The PRNC team score was seven points better than the score of the runner-up COMELEVEN team. The 11th Naval District team also finished second in the rifle matches, trailing by 49 points.

In the individual competition, C.L. Frazier, AOC, usn, of VW-2, at Patuxent River, Md., and Captain J.F. Harper, usn, tied for the

individual rifle championship, each having a final score of 452. Frazier, however, was awarded the championship since he outscored Captain Harper, 17-10, in the number of shots in the "V." The individual pistol championship was taken by J.B. Carroll, AOC, usn, of NTC San Diego with a score of 559.

Chief Carroll also won the title in the national .45 caliber matches with a score of 571. In the other two individual matches, Chief Machinist Offutt Pinion, usn, of NAS Atlantic City, N.J., won first place.

CWO Pinion fired a 574 to win the National .22 caliber match and scored a 577 to win the title in the Center Fire, National Match Course.

Competitors in the All-Navy were selected from rifle and pistol shooters participating in the Atlantic Fleet and Pacific Fleet championships. The two Fleet matches were held at Camp Lejeune, N.C., and San Diego, Calif., respectively.

In the Pacific Fleet matches, the

11th ND won the team titles in both the rifle and pistol matches. V.H. Farr, GMC, usn, of ComPhibPac, won the individual pistol championship with a score of 588. Captain L.M. Mustin, usn, of COMELEVEN, was close behind with a 557 score while J.B. Carroll, AOC, usn, of NTC San Diego, finished third with 549.

The winning pistol team consisted of L.W. Yokum, GMC, usn, of ComPhibPac, and Farr, Carroll and Captain Mustin.

The champion Pacific Fleet rifle team from COMELEVEN was made up of LTJG W.A. Brobst, usn, A.W. Seivers, ADC, usn, D.R. Sherman, GMC, usn, and Lieutenant G.W. Glore, usn.

LTJG Brobst was high man in the individual rifle championship with a 460 score, followed by A.W. Seivers, AOC, usn, with 455, and Lieutenant Glore with 449.

In the Atlantic Fleet matches, the 9th ND team copped the Atlantic Fleet rifle matches with a score of 862.

The winning team of Captain J.F. Harper, usn, Lieutenant Commander F.B. Shaw, usn, N.C. Wettestad, ICC, usn, and W.C. Vandiver, PN1, usn, led the runner-up AirLant team by 42 points.

The 6th ND team scored 1056 points to win the Atlantic Fleet pistol championship. Team members were A.C. Johns, ADC, usn, A.L. Jackson, ADC, usn, W.L. Lowe, PHC, usn, and C.L. Alexander, AD1, usn. The runner-up PRNC team trailed the winners by 12 points.

L.M. Rizzola, PHC, usn, of the Naval Station, Annapolis, Md., almost made a clean sweep of all individual pistol matches. He took first place in the National .22 Caliber match, National (Center Fire) .38 caliber revolver match and the Atlantic Fleet match. He also placed second in the national .45 caliber pistol match.

J.H. Lucas, ADC, usn, of NAS Norfolk, was first in the individual national .45 caliber pistol match. In the individual rifle competition, W.C. Vandiver, PN1, usn, of NTC Great Lakes, took top honors with a score of 444. J.V. Frazier, PH2, usn, of the Fleet Camera Party at Newport, R.I., was second with a 438 score.

NO 'MAGGIE'S DRAWERS' fanned the air when Navy's 'big shots' met and sighted in at the '55 All-Navy Rifle and Pistol Championship match.



Swimming

Atlantic Fleet mermen dominated the 1955 Eastern All-Navy swimming and diving meet held at NAS Dallas, Texas, as they won first places in seven of the 12 events. NTC Bainbridge swimmers annexed the remaining first spots.

The women's All-Navy Eastern swimming meet was held at the same time at NAS Dallas. There were five events scheduled in the women's swim competition. LTJG Olive Ratkiewicz, USNR(w), of the Bethesda Naval Hospital, won the 100-meter backstroke while the other four events were won by Carol A. Bishop, HN, USN(w) and Marlene M. Jacques, HN, USN(w), both from NTC Bainbridge, Md. Bishop won both the 100-meter freestyle and 100-meter backstroke while Jacques was winner in both the 1- and 3-meter diving events.

Double winners in the men's events were Darrell Chadwell, FN, USN, Ensign Robert E. Clemons, USNR, and Charles B. DeForest, SN, USN, all of the Atlantic Fleet team. The Bainbridge relay team also won two events, the 400-meter freestyle and the 400-meter freestyle medley relays.

Highlight of the meet came during the 400-meter freestyle relay. Keith Petersen, SA, USN, anchor man of the Bainbridge team was many yards behind the anchor man of the leading Atlantic Fleet team. Going into the final 25 yards, Petersen really put on steam to overcome a 12-yard lead and win by an arm's length. Petersen swam his leg of the relay in an even 60 seconds.

Summary:

100-meter Butterfly—Ensign Robert E. Clemons, LantFt; Richard Jeffrey, PNSA, NTC Bainbridge; Ensign Kendall Schmelling, LantFt. Time: 1:20.5.

100-meter Backstroke — Thomas Werner, SA, USN, NTC Bainbridge; Terrance C. Tyler, SA, USN, LantFt; Kenneth B. Meiner, SN, USN, UDT-21. Time: 1:13.6.

100-meter Breaststroke — Ensign Robert E. Clemons, LantFt; Richard Jeffrey, SA, USN, NTC Bainbridge; Nathaniel S. Clifford, RD3, USN, LantFt. Time: 1:22.6.

100-meter Freestyle — Keith Petersen, SA, USN, NTC Bainbridge, Lieutenant (junior grade) Kirley P. Ambler, LantFt; Harold E. Blamire, AN, USN, LantFt. Time: 1:01.4.



BEN SOBIERAJ, AK3, USN, of FASRon 109, gets on the ball. 'Little Ben' won the 1955 All-Navy Open Division Singles during matches at Newport, R. I.

1-meter Diving—Darrell Chadwell, FN, USN, LantFt, 411.50 points; Robert J. LeGault, SR, NTC Bainbridge, 409.90 points; Robert L. Blann, YN3, USN, LantFt, 374.75.

3-meter Diving—Darrell Chadwell, FN, USN, LantFt, 387 points; Richard W. Pope, JO3, USN, NAS Corpus Christi, 382.20 points; Robert L. Blann, YN3, USN, LantFt, 374.75 points.

200-meter Freestyle—Keith Petersen, SA, USN, NTC Bainbridge; Charles B. DeForest, SN, USN, LantFt; Loren D. Picking, SK3, USN, LantFt. Time: 2:26.3.

400-meter Freestyle — Charles B. DeForest, SN, USN, LantFt; Loren D. Picking, SK, USN, LantFt; Thomas J. Clark, FN, USN, LantFt. Time: 5:28.2.

400-meter Individual Medley—Ensign Kendall H. Schmelling, LantFt; Peter S. Eckert, EM3, USN, LantFt; T.D. Frank, TD3, USN, 9th ND. Time: 8:05.9.

400-meter Medley Relay — NTC Bainbridge (T. Werner, R. Jeffrey, K. Petersen and T. G. Allen); Atlantic Fleet. Time: 5:09.0.

400-meter Freestyle Relay—NTC Bainbridge (J.L. Allen, T. Werner, T.G. Allen and K. Petersen); At-

lantic Fleet; Ninth Naval District. Time: 4:21.3.

1500-meter Freestyle—Charles B. DeForest, SN, USN, LantFt; Loren D. Picking, SK3, USN, LantFt; Thomas Clark, FN, USN, LantFt. Time: 22:43.8.

Summary of women's events:

100-meter Backstroke—Lieutenant (junior Grade) Olive Ratkiewicz, Bethesda Naval Hospital. Time: 1:35.0.

100-meter Freestyle — Carol A. Bishop, HN, USN, NTC Bainbridge.

100-meter Breaststroke—Carol A. Bishop, HN, USN, NTC Bainbridge.

1-meter Diving—Marlene Jacques, HN, USN, NTC Bainbridge.

3-meter Diving—Marlene Jacques, HN, USN, NTC Bainbridge.

Golf

Navy golfers couldn't solve the Langley, Va., AFB course and ended up in fourth place in the 1955 Inter-Service golf tournament. The Air Force team won the Open Division championship and the James A. Forrester Trophy for the third time.

Top honors in the Senior Division of the tourney went to Commander K.K. Bridge, DC, USN, of the Bethesda Naval Hospital. He had a 54-hole score of 236. His rounds of 74-80-82



ALL-NAVY GOLF champs line up: L to rt RADM C. H. Duerfeldt, who presented trophies; LCDR J. W. Kinder; LTJG J. B. Rountree; Don Collett, JOC; CAPT T. B. Neblett, Co, NAS Patuxent River; CDR K. K. Bridge; CDR A. L. Johnson; CDR L. W. Meachum, Golf Activities Officer; and LCDR V. L. Brown, Special Services Officer for the golf meet.

were two strokes better than Air Force Master Sergeant Amil Malada of Hamilton AFB. Marine Master Sergeant Junior Brodus of Camp Lejeune, N.C., was third with 240.

Don Collett, Chief Journalist from the staff, Commander Air Force, U.S. Pacific Fleet, was top Navy golfer in the Inter-Service, with a 72-hole total of 303. The former All-Navy basketball player had rounds of 78-74-74-77 to finish eight strokes behind the leader.

Lieutenant Ray Terry, USAF, of Patrick AFB, Fla., posted the low score in the tournament but was extended two extra holes by teammate Lieutenant Miller W. Barber, of Perlin AFB. At the end of 72 holes, the two Air Force golfers were tied with identical scores of 295. At the second extra hole, Terry sank a 15-foot putt to win medalist honors.

In the final team standings, the Air Force team had 1211 strokes while the Army and Marine Corps teams tied for second with 1237 total strokes. Navy was three strokes behind with a total team score of 1240.

Lieutenant Commander James

Kinder, MSC, usn, of Bethesda Naval Hospital, was runner-up on the Navy team with a final score of 309. The other golfers on the Navy team, and their scores, were Bill Scarbrough, Jr., AOC, usn, of VP-16, 313; Dick Diversi, AK3, usn, of NAS Brunswick, Me., 315; and LT(jg) Jackson B. Rountree, of the Naval Security Station, Wash., D.C., 323.

All-Navy Golf

The scores posted in the Inter-Service tourney by the Navymen weren't anywhere indicative of the golfing ability of the sea service shot-makers. This was quite evident from the scores of the players in the All-Navy tournament held at the Cedar Point Golf Course at NATC Patuxent River, Md.

Lieutenant Commander James Kinder, MSC, usn, of Bethesda Naval Hospital, shot 282, six under par for the 72-hole tournament to win medalist honors. The 44-year-old Kinder's six-under-par 66 in the second round, together with his other scores of 70, 72 and 74 were enough to beat the field by six strokes.

Kinder's 66 broke the old course

record of 68 set in the All-Eastern Navy tournament the previous week by Dick Diversi, AK3, usn. On the 6564-yard-long course along the Chesapeake Bay, Kinder toured the front nine in 32 strokes and found the back nine only two strokes tougher as he came in with a 34.

Lieutenant (junior grade) Jackson B. Rountree, usn, of the Washington, D.C. Naval Security Station, came on with a final round surge of 69 to finish second with an even par 288. Don Collett, JOC, usn, of Com-AirPac, and Dick Diversi, AK3, usn, of NAS Brunswick, Me., were tied for third, with a 289 72-hole score.

The "sudden death" play-off proved very sudden indeed. Diversi missed his putt on the first extra hole and could only par the hole while Collett sank his putt for a birdie and third place. Diversi took fourth.

Fifth place went to Bill Scarbrough, AOC, usn, who finished with a 290 score. He barely missed throwing third place into a three-way tie as his putt rimmed the cup on the 18th green.

A total of eight players competed in the All-Navy open tourney. The three who failed to place, but who had weathered three previous elimination tournaments to be eligible to play in the All-Navy were E. L. Blodgett, TE3, usn, of the Pearl Harbor Submarine Base, 298; W. L. Blanton, SN, usn, of FasRon 4 at NAS San Diego, 304; and J. L. Lee, HMC, usn, of the San Francisco Naval Shipyard, 305.

In the Senior Division of the tournament, for golfers over 45 years of age, Commander K. K. Bridge, DC, usn, of the Naval Dental School, NNMC, Bethesda, Md., posted an opening round 72 and was never headed in the 54-hole tourney. His score of 225 was nine strokes better than second place Commander G. A. L. Johnson, MSC, usn, of the

BAINBRIDGE TEAM provided top thrill when during 400-meter free-style relay anchor man Keith Peterson put on the steam to rob Atlantic Fleet of one win.



Western Sea Frontier, San Francisco, who had a 234.

In third place was Commander H. M. Sias, USCG, Comptroller for the Fifth Coast Guard District at Norfolk, with a final score of 243. Fourth spot went to Commander F. D. Bennett, ChC, USN, from NAS Barber's Point, T.H.

All-Navy Tennis

This year's All-Navy Tennis Tournament, held at the Naval Station, Newport, R.I., turned out to be an overwhelming victory for the Eastern Navy champs.

Starting the Easterners off on their victory was little Ben Sobieraj, AK3, USN, of FASRon 109 at NAS Jacksonville. Bantam Ben won the open division singles championship as he defeated Seth J. Peterson, a NavCad from NAS Whiting Field, Fla., 6-2, 6-2, 2-6, 6-3.

Peterson was determined not to be entirely excluded from a championship, however. He teamed up with Lieutenant (junior grade) Alex Hetzeck to top Sobieraj and his partner, Cecil L. Wilson, by scores of 6-8, 6-3, 6-3, 6-2, for the All-Navy doubles title.

The Easterners continued their domination of Navy tennis in the senior division, taking both the singles and doubles crown. In the singles matches, Captain Albert P. Kohlhas, USN, displayed a very steady game to outlast CDR John Ramee, USN, 6-4, 10-8.

In the Senior semi-finals, Captain Kohlhas defeated Captain Melvin H. McCoy, USN, commanding officer of the San Francisco Communications Station, 6-0, 6-0 and Commander Frank Menefee, USN, of the Mare Island Naval Shipyard, lost to Commander Ramee, 6-1, 6-2.

CDR Ramee then teamed with Captain Organ to win the doubles crown from Captain McCoy and CDR Menefee. The two Easterners scored victories of 6-0, 6-2 for the championship.

In the opening round matches in the All-Navy open division, Sobieraj defeated Lieutenant Jeff Curtright, of NAS Moffett Field, Calif., 6-3, 6-0. LTJG William Long of CinCLant Staff defeated Ensign Lawrence Zaitzeff, of NAS Whidbey Island, Wash., 6-3, 6-4. NavCad Seth Peterson downed Robert Hill, FN, USN, of USS O'Bannon (DDE 450) 6-2, 6-0 and in the only match won by a Westerner, LTJG Don Eisen-



LEADING LADY, Carol Bishop, HN, USN, receives trophy from CAPT D. A. Sooy, USN, for winning the 100-meter free-style and 100-meter breaststroke.

berg of Point Mugu, Calif., bested Bill Kuross, AN, USN, 3-6, 6-4, 6-2.

On the second day of the singles matches, Sobieraj lost the first set 7-9 but came back to beat Long in the next two sets 6-3, 6-4 to win the match. In the longest match of the tourney, Peterson overcame Eisenberg after a terrific five-set struggle. At the end of three sets, Peterson was two sets behind. But the embryo naval aviator rallied to win the last two sets and the match, 6-4, 4-6, 4-6. 7-5, 8-6.

The team of Sobieraj and Wilson defeated Eisenberg and Curtright 6-3, 6-4, 6-4 on the first day of the open doubles. In the other first day doubles match, Peterson teamed with Hetzeck to defeat the team of Zaitzeff and Hill 6-1, 7-5, 6-4.

Inter-Service Tennis

Navy's tennis team just couldn't match the depth of the Air Force and Army squads in the Inter-Service tournament as the Air Force team made a clean sweep of all championships in sight. The Airmen took the Riseley Bowl for winning the open singles championship and also annexed the Leech Cup by winning the team title.

In the open division, Airman 3/c Whitney Reed, USAF, defeated Specialist 3/c Grant Golden, USA, 6-4, 6-3, 5-7, 7-5, to win the singles championship. Reed then joined teammate Specialist 3/c Hugh Ditzler, USAF, to defeat the Army duo of Golden and PFC Don Flye, 3-6, 6-4, 6-3, 6-3 and win the doubles title.

In the open doubles division the Navy racket-wielders reached as far as the semi-finals. The Navy team of

Ben Sobieraj and Cecil Wilson, ADEC, USNR, both of FASRon 109, gained the semis only to be beaten by the Army team of Golden and Flye 6-1, 6-2, 6-1.

Navy's other doubles entry of Lieutenant (junior grade) Albert Hetzeck, of CinCLant staff, and Naval Cadet Seth Peterson of NAS Whiting Field, were eliminated in opening round matches by the Army team of Lieutenants Conway Catton and Keith Self, 8-6, 2-6, 8-6.

In the open singles, Ben Sobieraj and Lieutenant (junior grade) Don Eisenberg, of Point Mugu, Calif., failed to get past the quarter final rounds. Sobieraj fell victim to Lieutenant Dick Macey, USAF, 9-7, 3-6, 6-4, and Eisenberg was defeated by the Army's Sp3/c Grant Golden 6-1, 7-5.

Sobieraj reached the quarter finals by defeating Army PFC Don Kaiser 6-3, 5-7, 6-4 in the opening round while Eisenberg survived the first day as he defeated Lieutenant Frank Spears, USMC, 8-6, 6-3. Navy's other two singles entries lost out in the first round. William Kuross, AN, USN, of NATTU, Philadelphia, lost to the eventual singles champion, A3/c Whitney Reed, 6-4, 7-5 and NavCad Peterson was defeated by Army Specialist 3/c James Dye, 6-2, 6-0.

In the senior division, Colonel Nicholas Powel, USAF, defeated M/Sgt Emil Johnson, USAF, 6-2, 6-3, for the senior singles crown. Colonel Powel also had half of the senior doubles championship as he teamed with Colonel Harris Hull, USAF, to defeat the Army twosome of Lieutenant Colonels John Butler and Francis Sampson, 6-3, 3-6, 6-0.

SERVICESCOPE

Brief news items about other branches of the armed services.

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THE SECOND ANNUAL All-Jet Fighter Weapons and Gunnery Meet is taking place this year at Yuma Air Force Base, Ariz., and Nellis Air Force Base, Nev. The meet is designed to provide the best possible peace-time evaluation of pilot and crew proficiency as well as current training methods.

Air-to-air rocket events are being held at Yuma Air Force Base, with teams from Western, Central and Eastern Air Defense Forces, representing Air Defense Command, as well as Northeast Air Command, Alaskan Air Command and U.S. Air Forces in Europe, all attempting to wrest from Crew Training Air Force of the Training Command the title its team won last year.

Fighter-bomber competition in the air-to-ground gunnery, rocketry, and dive-bombing events began in late September at Nellis. Teams from Far East Air Forces, Tactical Air Command, Air National Guard, United States Air Forces in Europe, and Strategic Air Command go up against last years' winner, Air Training Command.

The meet will mark the fourth in a series of competitions, inaugurated in 1949 when F-51 *Mustang* pilots of the Air Force shot it out at Nellis Air Base, Nevada. In 1950, Nellis again was the scene of the competition, this time with jet aircraft making their first appearance.

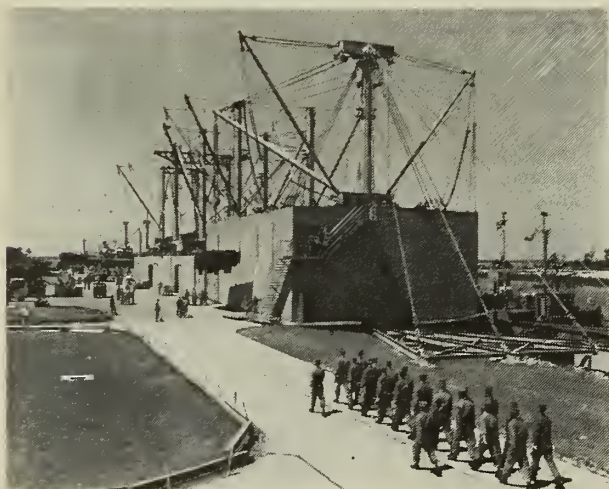
Korean hostilities interrupted the series, and the meets were not resumed until last year when the first all-jet competition was held. The 1954 activity was divided into two classes with fighter-bomber competition at Nellis and high-altitude interceptors competing at Yuma Air Force Base, Arizona.

★ ★ ★

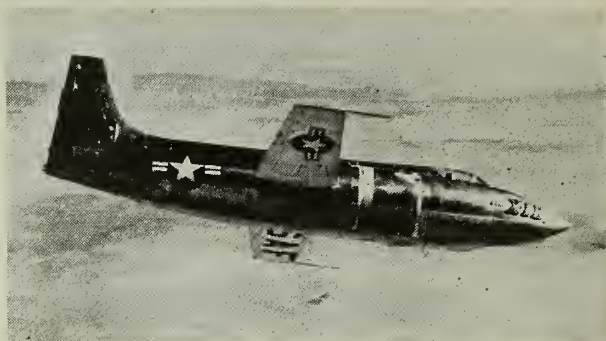
THE ARMY CHEMICAL CORPS has discovered that the effectiveness of deadly heat rays from an atomic bomb can be reduced as much as 90 per cent through the use of smoke screens.

The smoke screens, produced by generators, give the same effect as clouds in the sky filtering the sun's heat and light.

The artificial clouds are not actually smoke but fog



'SS NEVERSAIL,' Army's new 312-foot landlocked training ship for stevedore troops is berthed at Ft. Eustis, Va.



LATEST MODEL of the world's unofficial altitude and speed record holder, AF's X-1B, makes a test flight.

oil, a vaporized petroleum product which has proved between 75 and 90 per cent effective in reducing nuclear heat rays.

The exact amount of fog oil used is classified, but it is similar to that used for screening tactical operations from enemy observers.

Smoke screens cannot stop the A-bomb radiations but they are capable of reducing the range of the thermal damage down to that of the blast damage. Without such a screen the heat damage covers a larger area than that affected by the blast.

★ ★ ★

JET AIRCRAFT of the Strategic Air Command have recorded their first million hours of flight, over a period of eight years, and are now working on the second million which, may be accomplished in only 15 months.

SAC's jet bombers and fighters are now flying an average of 50,000 hours a month with the figure rising constantly. These figures exclude any aircraft powered by piston-type engines.

Aircraft figuring in the million-hour total include the B-47, RB-47, B-45 and RB-45 medium bombers; F-84, F-80 and F-86 strategic fighters and T-33 trainers. Of these aircraft only the B-47, RB-47 and F-84 and T-33 are still used by SAC today.

Another milestone was passed in SAC's history recently when the last B-50 *Superfort* bomber was retired from the 97th Bomb Wing at Briggs AFB, Texas. With the passing of the *Superfortress*, all of SAC's medium bombers became jet-propelled. Only the B-36 and RB-36 heavy bombers are left to represent the piston-powered aircraft. However, both of these have four jet engines in addition to their six conventional type engines.

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A NEW INSTRUMENT that can predict the life of a dry-cell battery has been developed by the Signal Corps. While devices for measuring the condition of a battery have been in existence for a long time, these systems can give only an indication at the moment of testing. They cannot predict whether or not a battery will last five minutes or five hours.

The device is calibrated so that the current output of a brand new battery reads 100 per cent. For older batteries a percentage reading is obtained which represents the remaining life of the battery.

AVIATION ENGINEERS, the Army's equivalent to the Navy's Seabees, celebrated their 15th birthday anniversary this year. They are the construction soldiers who built airstrips in far-flung areas from the jungles of the South Pacific to the deserts of North Africa to pave the way for tremendous air strikes during World War II.

Established in 1940, the comparatively young construction units can look back on an enviable record compiled during World War II and the Korean conflict. From their first emergency operations in the Philippines in December 1941, to the cessation of hostilities in Korea, they have established a reputation for their construction of vital bases.

Although construction of airstrips normally takes place in rear areas, these men had their share of combat. In the Philippines, they engaged in bitter front line fighting in the defense of the Northeast sector of Bataan. At Normandy, the 819th Engineer Aviation Battalion hit Utah Beach on D-Day and carved a crude landing strip by nightfall. A day later, the 834th Battalion landed and built a 3400-foot emergency landing strip which was ready for evacuation of the wounded that night.

Typical of the World War II activities of aviation engineers was that of units assigned to the IX Engineer Command in Europe. They constructed or rehabilitated 241 airfields on the continent. Construction time varied from a few hours to as many as 105 days. On the average, one field was made operational every 31 hours during the 338 days between D- and VE-Days.

More than 50 bases were constructed or rehabilitated during the Korean conflict. Since the pierced plank landing mat proved inadequate for jet fighters over prolonged periods, eight of these were developed into major bases consisting of cement, concrete or asphalt runways, taxiways and hardstands.

Engineer aviation units must be maintained in a state of readiness for early employment in case of another emergency. It has been estimated that it requires as much as 10 times more effort to construct a field for modern aircraft than it did for the planes of w w II.

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THREE THOUSAND SPECIALLY TRAINED U.S. Army troops have moved into remote reaches of the American Arctic to discharge supplies and equipment for construction of the "DEW Line," northernmost radar net spanning the North American continent.

Divided into two task forces, Army troops discharged more than 200,000 tons of construction material and supplies at more than 50 locations along the almost unexplored Arctic coast line above the Arctic circle.

"DEW Line" is a joint venture of Canada and the United States. When completed, it will provide critically important early warning for the U.S. and Canada against the possibility of trans-polar air attack.

Troops engaged in the project encountered uniquely difficult beach conditions, varying from soft and mucky tidal flats to rockbound cliffs. For the unloading task they employ a variety of landing craft, including LCMs and LCUs, DUKWs and World War II LVTs.

New vehicles such as the giant 60-ton amphibious BARC will be employed in some locations to ferry

heavy cargo from ship to shore, over distances up to several miles.

In all, some 37,000 tons of cranes, bulldozers, fork-lift trucks, landing craft and special cargo handling equipment will be used in the operation.

Army Engineers, Quartermaster, and Chemical Corps troops, in addition to Transportation Corps units, were attached to the latter Corps to execute the mission. Because of its experience in far northern operations gained in Greenland and Northern Canada during previous years, the Transportation Corps provided specialized Arctic troop training for "DEW Line" troops at Fort Eustis, Virginia, last spring.

During cargo-handling operations, icebergs, pack ice and floe ice were constant hazards. Operational difficulties were increased by the fogs and Arctic cyclones which, although unpredictable, are most numerous during the Arctic summer.

Up to half the time in these desolate regions is frequently lost to fogs and storms, and, when discharge operations could be carried on, the stevedoring troops worked around the clock until all cargo was ashore above the highwater line.

★ ★ ★

A CONTRACT for the construction of 14 BARCs (Barge, Amphibious, Resupply, Cargo) has been awarded by the Army following extensive testing of four experimental BARCs over many months.

The BARC is capable of transportation of a 60-ton military payload from ship to shore, over the beach, and inland to a depot or transfer point in one continuous operation. It is designed to carry heavy and bulky items of equipment, such as tanks, crawler cranes, trucks and artillery pieces.

On land, each of the BARC's four wheels is independently powered by one of the vehicle's four 165-horsepower diesel engines. On entering the water, twin screws are engaged, with each powered by one pair of the same engines that are used for the land drive. The BARC can be steered by its engines if the rudder becomes inoperable. Giant tires, standing nine and one-half feet high, reduce ground bearing pressure sufficiently to permit it to travel over difficult terrain.



TEN-FOOT TIRES roll Army's new amphibious barge onto beach. BARC carries heavy cargo from ship to shore.

LETTERS TO THE EDITOR

Anchored in 680 Fathoms

SIR: The records show that *uss San Pablo* (AGS 30) was once anchored in 680 fathoms of water. Are there any other known incidents of this kind?—B.R., YN3, USN.

• Yes. Surveying ships frequently anchor in water of the depth you mention, or even deeper, by means of a stern anchor.—Ed.

Award of Good Conduct Medal

SIR: If a man was discharged from the armed forces with less than three years' service why is he ineligible for a good conduct Award if his medical discharge was the result of battle wounds?—J. G., AGC, USN.

• The Good Conduct Award was designed to recognize the service of those enlisted men who have proven themselves outstanding and adaptable to Navy life over a specified period of time. Eligibility for this award is based on conduct and proficiency in rating marks assigned and time served on active duty. Current regulations require three years' continuous active service.

Since the Good Conduct Medal was not designed for the recognition of battle wounds or outstanding heroism in combat, a man discharged from active naval service with less than the required three years is not eligible for this award,

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D. C.

even though his medical discharge was a result of battle wounds.—Ed.

From Instructor Duty to Sea Duty

SIR: What is the present policy concerning the transfer of a man with less than one year of obligated active service from instructor duty to sea duty?—R. L. R., ICCA.

• You may be retained on instructor duty until the expiration of your enlistment if you are obligated for less than one year of active duty when you become available for sea duty. If you are a Reservist, you will remain on instructor duty until the expiration of active duty obligated service.

If you wish, you may voluntarily extend your enlistment (or if you are a Reservist, execute an agreement to stay on active duty) to receive one year of obligated service for the purpose of obtaining sea duty.—Ed.

One Of A Kind

SIR: If a naval officer is not in the line nor in any staff corps of the Navy, what is he? I am referring to an entry on page 385 of the current edition of the Register of Commissioned Officers of the U.S. Navy and Marine Corps.

There are no special qualifications listed after this officer's entry and I would like to know what his duties are and what emblem he wears over his stripes. — A.N.G., LT, USN.

• The officer you refer to is Commander Charles Brendler, USN, Leader of the U.S. Navy Band. He was appointed Commander in the Navy, neither line nor staff, by a special act of Congress (Section Three, Public Law 135, 83rd Congress, 17 Jul 1953). He is carried as an extra number in grade but for accounting purposes his officer designator code is indicated as 1100.

Commander Brendler holds the highest position attainable in Navy music and is the only officer in his category. His personality and ability

are reflected in the superior performance by your Navy's Band which enjoys the reputation of being one of the finest musical organizations in the U.S.

Commander Brendler holds an outstanding reputation in the music world where he is often called



CDR Brendler

upon to act as guest conductor. Until recently he served as the President of the National Bandmasters Association. Last year at the Sugar Bowl Game at New Orleans, La., the Navy Band and Commander Brendler received wide acclaim for their inspiring performance.

On 13 Aug 1953 Commander Brendler accepted his permanent commission in the U.S. Navy and is authorized to wear the lyre on his uniform as a corps device.—Ed.

It Takes Four Years

SIR: When I first entered the Navy a person could put on his first hash mark upon completion of his minority cruise, regardless of whether that enlistment totaled a full four years or not. If I have served eight full years since my first reenlistment, can I then put on three red service stripes, inasmuch as I earned the first while on a minority cruise or must I wait until I have a full 12 years' service?—C. T. A., RM1, USN.

• The 1951 edition of "Uniform Regulations" states that a full four years of active service is required before a man may put on a service stripe, thus you need 12 full years before becoming eligible to wear three.—Ed.

Care of National Ensign

SIR: I have a question in regard to the washing of the national ensign

I've heard it said that the flag may not be washed with soap and water or dry-cleaned, but must be burned when soiled. I realize the BuSandA Manual states that a flag should be burned "when worn or damaged beyond economical repair." However, I feel it is impractical to burn a flag simply because it is soiled (providing it is not so soiled that it can not be washed clean). As far as I have been able to determine, such burning is not supported in writing.—R.L.M., YN1, USN.

• "U.S. Naval Flags and Customs" (DNC 27), para. 118.2, states: "Minor repairs may be made to the ensign as required to maintain its fitness as an emblem. Normally, a soiled ensign should be dry-cleaned; washing is not recommended as a general practice, but is considered a satisfactory method of cleaning when dry-cleaning facilities are not available."—Ed.

Meritorious Advancement

SIR: I was told that the commanding officer of a ship could appoint a PO2 to PO1, or a PO1 to CPO by forwarding a letter to the Bureau and that such appointments would be approved. I contend this isn't true. What about it?—C. W. R., BM2, USN.

• Advancements in rating may only be made as a result of service-wide competitive examinations. The only exception to this is a meritorious advancement which can be made as a result of specially meritorious conduct in actual combat with enemy forces. Only in such cases are individual recommendations for advancement considered by the Chief of Naval Personnel.—Ed.

Volunteers Selected for Antarctic

SIR: I have a question regarding the selection of men for the U. S. Antarctic Expedition of 1955-56.

I believe volunteers were requested by an Alnav which came out about February. When will those who responded know if they have been selected, or has the crew already been selected? Is it permissible to be on the Bureau Shore Duty Eligibility List after having volunteered for the Antarctic Cruise?—W. B. D., SK1, USN.

• *Transfer directives have been issued to fill all authorized billets established under Alnav 8. If you haven't received orders by this time, you were not selected. Volunteers far exceeded the requirements.*

If you applied for shore duty, your name will be retained on the Shore Duty Eligibility List although you also applied for duty with the Antarctic Expedition 1955-56. If you are selected for the Expedition, and your name is on top of the SDEL, you'll be set aside appropriately enough in a "frozen" category until the operation is completed.—Ed.

Memorial Day Services

SIR: What is the correct procedure for a ship at sea when performing services on Memorial Day? Should a ship at sea render a 21-gun salute?—J.D.H., QM2, USN.

• *The requirement for observance of Memorial Day applies to all ships and stations. No differentiation is made between a ship in port or a ship at sea.*

A ship (at sea) which has a saluting battery is correct in firing at 1200 a salute of 21 minute-guns.

The national ensign should be displayed at half-mast from 0800 until the completion of the salute or until 1220 if no salute is fired even though the ship is at sea.—Ed.

Hoisting "Prep"

SIR: It is my understanding that when "prep" is hoisted in the morning at 0755, this is an all-ships signal originated by the Senior Officer Present Afloat (SOPA), and must be answered by all ships in the harbor. However, several times we have found that the "Prep" is being hoisted just as we are leaving the buoy or approaching it. If we are underway and within sight of SOPA, should we hoist "Prep"?—L. W. L., QM1, USN.

• *First of all, there are several meanings to "Prep," but the particular sense used here is the five-minute warning or preparation signal before morning and evening colors. Therefore, since this is an all-ships signal, it must still be answered by all ships even though the ensign is already displayed. All ships must hoist "Prep" following the motions of SOPA.*—Ed.



SELF-PROPELLED fuel oil barge, YO 174, although not the best known of Navy vessels, performs important duty as service craft delivering fuel for larger sisters.

Navasota Earned Korean PUC

SIR: While reading your May 1955 issue, I happen to notice that article, "Citation for Bold Ships, Brave Men," listed only one AO for an outstanding job.

I was stationed in USS *Navasota* (AO-106) and took part in the refueling of task forces from the early part of May 1950 to the last of the Korean conflict. I believe that we were one of the first AOs in the front at the start of the Korean outbreak, and we were awarded all nine battle stars for this job, but to my knowledge were not granted a Presidential Unit Citation or a Navy Unit Commendation.

As far as I know, we were the only tanker to refuel two ships and a seaplane at the same time.—V.C.B., SK2, USN.

• *We're not in a position to comment on your claim about refueling two ships and a seaplane simultaneously but you are correct in your statements on Navasota's Korean record. Although not awarded a Presidential Unit Citation or a Navy Unit Commendation, this vessel is credited with the Korean Presidential Unit Citation for the periods 1 Jul 1950 to 15 Dec 1950, 31 Mar 1951 to 4 Oct 1951, 21 Apr 1952 to 24 Oct 1952, and 26 Feb 1953 to 27 Jul 1953.*—Ed.

Gold Frame for Korean PUC

SIR: BuPers Inst. 1650.2 cites the regulations concerning wearing of the Korean Presidential Unit Citation. However, the Instruction does not state whether the ribbon should be worn with or without the gold "picture window" and we have not been able to find any other directive giving the information. Since some ribbon manufacturers do not use the frame when making up sets of ribbons, we are tempted to assume that it is not required on the naval uniform. Is this correct?—W. A. B., LTJG, USNR.

• *The Korean Presidential Unit Citation, like the U. S. Distinguished Unit Emblem, should have a gold frame surrounding the ribbon.*—Ed.

Accepting Shore Duty Billet

SIR: Several of my shipmates who are on the shore duty waiting list claim that if a man is not assigned to a place of his choice, he may refuse the orders. I believe, however, that he cannot refuse shore duty orders unless he does not have the required obligated service. Who is right?—D. D. F., YN2, USN.

• *You are. According to BuPers Inst. 1306.20B, enlisted men may not refuse orders for normal shore duty other than for reasons of insufficient obligated service.*—Ed.



LONG, LONG PENNANT means the men of USS *Waxbill* (MHC 50) are homeward bound. The wooden-hulled mine hunter has been in Pacific 55 months.

Here's How the Navy Got Its Foul Anchor and Other Insignia

SIR: Recently during a conversation among a group of Navy oldtimers, reference was made to the traditional naval insigne, the foul anchor. We were all somewhat surprised to discover that no one in the group had the slightest idea as to the origin of the emblem nor has any research given us an answer.

We assume, of course, that the foul anchor does not imply poor seamanship, but other than for purposes of decoration, we're somewhat at a loss to account for that particular choice. Can you give us a little background on the foul anchor and other insignia used for the various ranks and corps?—E. N. B., CDR, SC, USN.

• Part of your answer will be found on page 64 of the December 1949 issue of *ALL HANDS*, which states:

"The foul anchor as a naval badge got its start as the seal of Lord Howard of Effingham, the Lord Admiral of England at the time of the defeat of the Spanish Armada in 1588.

"It often happened in those days that the personal seal of a great officer of state was adopted as the seal of his office. This was the case with the foul anchor which still remains the official seal of the Lord High Admiral of Great Britain.

"The Lord High Admiral's office was taken over by the present Board of Admiralty some time ago, but the seal goes marching on—on buttons, official seals and cap badges."

So much for the purported origin of the foul anchor. That does not necessarily account for its adoption by the U. S. Navy; however, as you know, many of the British naval traditions were adopted by our own Navy during its formative days and it would appear that the foul anchor was one of them.

When the administration of naval affairs came under the Secretary of War, regulations governing the uniforms of the naval officers, issued in June 1797, provided for "a blue uniform with buff lapels with gold epaulets for the Captain and the buttons of yellow metal having a foul anchor and the American eagle on them."

While this was the first U. S. appearance of the foul anchor, it was not exactly a distinguishing mark nor insigne as we know it today.

It appeared first as a distinguishing mark in 1830 when midshipmen had on their collar "a foul anchor embroidered in gold under the oak leaf and acorns," and when they became passed midshipmen the anchor was backed with a five-pointed star of white cloth on the collar. There seems to have been no special reason for selecting the foul anchor in this case as the plain anchor was also used as a distinguishing mark at the same time.

In 1852, embroidered devices for the front of the officers' caps replaced the gold bands, a different emblem being used for ranks and corps:

Captain: The same device as on the epaulet (an eagle and anchor, with a silver embroidered star above), without the star, in silver embroidery surrounded by a gold embroidered wreath of oak leaf, on the front of the cap, above a band of laced gold, one inch and a half wide.

Commander: The same as for a captain, except that the device consisted of two crossed foul anchors in silver, similarly disposed and embroidered, above a band of laced gold, one inch and a quarter wide.

Lieutenant, Master, Passed and other Midshipmen: One silver foul anchor, similarly disposed and embroidered, above a one inch gold band.

Boatswain, Gunner, Carpenter and Sailmaker: A gold embroidered anchor, in front without the wreath.

Surgeon, Passed and Assistant Surgeon and Purser: A gold embroidered wreath of oak leaf, enclosing the letters M.D. and P.D., respectively, in Old English characters.

Professor, Secretary and Clerk: The same wreath without any device.

Engineers: An embroidered device and wreath, the wheel embroidered in gold and the anchor in silver, similarly placed above a one inch gold band.

On the shoulder straps were various ornaments which were distinctions of the line and staff, and indications of rank. A foul anchor was used on all of these with the exception of that of captain, whose rank was designated by a silver spread eagle, resting on a silver plain anchor, in the center.

Under these regulations of 1852, distinguishing marks for the enlisted men were changed so that they wore on the sleeve an eagle and an anchor with a one inch star one inch above it.

In 1862 new regulations were issued, which provided for the rank of Admiral and Commodore in addition to the other officers. Under these regulations the rank was designated by the gold lace stripes on the sleeves, the cap device, and the shoulder straps. Thus the admiral had three three-quarter-inch gold stripes and three one-quarter inch stripes on his sleeve, a gold wreath of oak and olive branches enclosing a silver five-pointed star on his cap, a silver foul anchor and two silver stars on his shoulder straps. The commodore had one less stripe of one-quarter inch lace on his sleeves, a silver eagle and anchor in his cap wreath, and but one star on his shoulder straps. A captain had three three-quarter inch gold stripes. A commander had two and one-half stripes, and so down to the midshipman who had no stripes.

Captains, commanders, and lieutenant commanders wore the same cap device as the commodore; lieutenants the eagle and ensigns the silver foul anchor on the cap, and midshipmen a plain anchor on the shoulder straps.

A differentiation between a line and staff officer was introduced in regulations of 1869, wherein as all officers of the line wore the five-pointed gold star on their sleeves just above the cuff lace, staff officers wore colored cloth underneath the gold lace on their sleeves so that it showed on either side of the lace and between the gold lace stripes.

The wreaths on the front of the caps, of which each corps had a different device, were abolished by these regulations of 1869, and the shield with the crossed anchors for the front of the caps of all commissioned officers was substituted.

This is the same device which appears on the caps of all officers of today. Under these regulations the warrant officer's cap device was two gold embroidered anchors crossed, each anchor one and a half inch long; mates, a plain anchor, one inch and a quarter-inch long, embroidered in gold and placed in a vertical position; clerks were to wear a foul anchor on the front of the cap, with a gold cord, the same as that worn by midshipmen.

Today the crossed foul anchor is the insigne of chief boatswain and boatswain, and the plain crossed anchor is the distinguishing mark for a boatswain's mate.—Ed.



Is NROTC Open to Married Men?

SIR: Is it possible for a married man to be a member of the NROTC providing he does not accept compensation for tuition, books or allowances, other than for uniforms? If not, is there a way to receive a Reserve Commission upon completion of college?

Can an applicant who has repeated a General Classification Test to achieve a higher score be permitted to submit an application for Officer Candidate School?—G. R. M., TE2, USN.

• Sorry, a married man cannot enter the NROTC program. To enroll in the NROTC a candidate must be unmarried, never have been married and agree to remain unmarried until commissioned. It is felt that the Navy will best protect its interests and the interest of the country as a whole by continuing this regulation.

Under the Reserve Officer Candidate Program, the Navy selects college students who are enlisted members of the Naval Reserve. You must be enrolled in and attending college as a full time student at time of application and must not be of such age that you will reach 27½ years on 1 July of the calendar year in which the educational requirements and two summer training periods will have been completed.

Selected candidates are required to attend officer candidate school during the summer training periods of eight weeks each.

Retesting with the Basic Test Battery for the purpose of qualifying for OCS under the Integration program is permissible with approval from the Chief of Naval Personnel. Your request should give the reason for the new test and the commanding officer's endorsement should cite any schooling or training completed since previous testing and other pertinent data in support of the request.—ED.

Extension of Shore Duty

SIR: I am a BMC with 20 years in the Navy. I am now on shore duty and would like to set a date for release to the Fleet Reserve approximately one year from now. Can I remain at my present duty station for an additional year, even though it extends beyond my normal tour of shore duty? Also, please give the number and date of the instruction which contains this information.—C. C. H., BMC, USN.

• In some instances, personnel with short remaining periods of obligated service have been retained on shore duty beyond their normal tour. In your case, the Bureau date of authorization to transfer to the Fleet Reserve must be included on the Shore Duty Survey Report in order that a retention for you may be determined. No instruction has been promulgated on this subject, due to its changing nature. Decisions are based on individual cases.—ED.



KOREAN VETERAN, USS MANCHESTER (CL 83) makes passage through Pacific where her big guns earned her the Korean PUC and nine combat stars.

How to Become a Frogman

SIR: I would like to know what the qualifications are for an individual to become a frogman. I have signed up for two years' active duty after completing 21 months in the Reserve. Can a Reservist become a member of the Underwater Demolition Team?—F. V., CFN, USNR.

• To enter the Underwater Demolition Team program you must be on active duty. Once on active duty, you may submit your request to ComServLant, (via the type or area commander and ComPhibLant), or to ComSerPac (via the type or area commander and ComPhibPac), whichever is appropriate. When accepted for UDT training, you must agree to remain on active duty for two years after completion of the course.

The physical standards are very high for frogmen and Navy divers. It is required that two weeks of physical conditioning be taken before the UDT course. Incidentally, the UDT course is 14 weeks.

For further information, consult Bureau Manual, Art. C-7406.—ED.

Reenlistment in Right Rate

SIR: This is in reference to your article "Broken Service Reenlistments" in the February 1955 issue of ALL HANDS (p. 9) which states that men in certain pay grades who have been discharged more than three months but less than one year may be reenlisted in the same pay grade they held, provided the reenlistment is effected by 30 Jun 1955.

I was discharged 19 May 1954 at which time I held a PN3 rate, and reenlisted 3 Dec 1954 as SN. Am I affected by this instruction, and if so, will the date of rate be retroactive?—R. A. A., SN, USN.

• Since your reenlistment in the Navy on 3 Dec 1954 was before the date of announcement of the current program, in which former enlisted personnel in certain categories could reenlist in their same rating, you were reenlisted in the correct rate.—ED.

Eligibility for Extra Retainer Pay

SIR: Is the recipient of the Navy and Marine Corps Medal paid an extra 10 per cent when he is transferred to Fleet Reserve with 20 years' service?—W. J. W., ADC, USN.

• Public Law 720 provides that at the time of transfer to the Fleet Reserve, 10 per cent increase in pay may be given to those members who may be credited with extraordinary heroism in the line of duty. The Navy Department Board of Decorations and Medals reviews each case and makes this determination for the Secretary of the Navy. Therefore, your award would have to be reviewed by this Board to determine if it fulfills the requirements within the intent of the law.—ED.

Credit for Manchester

SIR: The article "Citations for Bold Ships and Brave Men" in the May issue was interesting. However, USS Manchester (CL 83) was not mentioned for her efforts during the Korean conflict.

Manchester was near the coast of Wonsan for 54 days, bombarding the coast and scoring up a total of 29,600 rounds of "ammo." Then, during the invasion of Inchon the carriers mentioned in your article had to have someone ride "shotgun" for them, and again Manchester was right there, along with USS Rochester (CA 124).

If you'll check the operations of Manchester, you'll see she deserves credit for her deeds. —G. R. T., DK1, USN.

• We agree that your ship deserves credit. We have checked the records and found that Manchester received the Korean Presidential Unit Citation for the periods 12 Sep 1950 to 4 Jun 1951; 4 Dec 1951 to 18 May 1952; and 5 Mar 1953 to 23 Jul 1953; for service in Korea while operating with the 7th Fleet. She is also credited with the Korean Service Medal with nine combat stars. It's a fine record and one that her crew can be proud of.—ED.



FORMER NAVY CHIEF, H. O. Domstead now Mayor of Bremerton, Wash., was guest in USS Shangri La (CVA38) CPO mess. He said food was as good as ever.

Selection for LDO Commission

SIR: In December 1954, I took an LDO exam. Is it possible for me to learn my standing? I've been under the impression that you are allowed two

chances for LDO. That is, if due to quota limitations you cannot be promoted, you are given another chance. Is that true?—E. B., BM1, USN.

• There are no passing or failing grades in the Limited Duty Officer selection test. Your status is determined by your relative standing among the other candidates who took the test.

BuPers Inst. 1120.18B permits those Limited Duty Officer candidates who have twice failed selection but who have never been considered by a selection board empowered to recommend them for further consideration, to appear before such a board. This provision commenced with the 1954 LDO program.

In order to establish your eligibility, it is suggested that you submit your request to the Chief of Naval Personnel (Pers B6251), via your commanding officer.—Ed.

Information on Religious Retreat

SIR: Under Air Force and Army Regulations, personnel who are stationed in Tripoli are authorized TAD to attend religious retreats. I have been unable to find any Navy regulation or instruction concerning TAD orders for religious retreats covering naval personnel stationed here. Can you give me any information on this? —E.D.D., YN3, USN.

• You may contact your chaplain or the Senior Chaplain (Protestant, Jewish, or Roman Catholic), Headquarters, Support Activities, Navy #510, c/o FPO, New York, N. Y., who should be able to arrange transportation for you to the nearest religious retreat, and also answer any other questions you may have.—Ed.

Command and Order

SIR: The new *General Training Course for Petty Officers* (NavPers 10055) page 34, explains that a good

order makes clear what is to be done and when to do it. Then, as circumstances require, it adds, how to do it and why it must be done. This is different from the old concept that an order told you to do something while a command might carry some instructions as to how it should be done.

General Training Course for Petty Officers says an order tells a man what to do without requiring him to do it in a certain way. A command is more exact and usually requires immediate action. *The Bluejackets' Manual* says that the terms "order" and "command" are used interchangeably.

On a formal basis, an order is taken to mean a directive to perform a task; the person giving an order assumes that the recipient knows how to do it and will use his judgment in carrying out the details. A command requires a man to do a job in a definite way.

Any further information concerning the distinction between an order and command will be appreciated.—G.M.A., AKC, USN.

• As noted, "*The Bluejackets' Manual*" does point out that order and command are used interchangeably. It is not possible, even in the services, to try to hold these terms to strict interpretations and uses. The "*Manual for Courts-Martial*" ignores the term command and discusses only orders (p. 323). The "*Dictionary of United States Military Terms for Joint Usage*" (Second Revision, April 1953) defines them as follows:

Command: An order given by a commander; that is, the will of the commander to be expressed in a definite form for the purpose of bringing about a particular action in a specific way.

Order: In a broad sense the terms order and command are synonymous. However, an order implies discretion as to details of execution whereas a command does not.

In any specific instance one must know the circumstances before saying that a directive is a "command" or an "order." For example, the military phrase "About FACE," is a command because it means to go through a certain foot and body motion in a certain way. However, a recruit who had never had drill would simply take it as an instruction or order to turn about by using any sort of motion convenient to him.

Similarly, if a striker were told, "Paint the after storeroom tomorrow," would that be commanding or ordering him? At first sight this appears to be an "order." But suppose he had a set procedure to follow in drawing paint, preparing the surface, and in following safety precautions, a time schedule, etc. Then the order would in fact be as much a command as the command "About FACE."—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D.C., four or more months in advance.

• *North Sea Mine Force*—Shipmates of the North Sea Mine Force, 1917, 1918, will hold their 14th annual reunion in the Hotel New Yorker, New York City, 20, 21 and 22 October. For further information, write J. J. Kammer, 54 Walnut Ave., Floral Park, N. Y.

• *USS Harding* (DD 625 and DMS 28)—It is proposed to have a reunion of the men who served on board this ship during World War II, with time and place to be designated by mutual consent. Those interested should contact William R. Carter, P. O. Box 915, Fayetteville, Tenn.

• *39th Naval Construction Battalion*—All men who served in this construction battalion and interested in holding a reunion, with time and place to be designated by mutual consent, should advise W. D. Holbert, Dandridge, Tenn.

• *USS Leedstown* (AP 73)—A reunion dinner will be held on 12 Nov 55, at Dunhalls Restaurant, New York City, for all survivors of this ship. Reservations may be made with Frank A. Wiseman, 126 West 82nd St., New York, N. Y.

Wearing Large Medals

SIR: When are chief petty officers and other enlisted personnel authorized to wear large medals? Our squadron is scheduled to have a formal inspection in full dress but after reading *Navy Uniform Regulations* I found provisions for the wearing of large medals for officers only.—J. W. F., YN2, USN.

• At present enlisted men are not authorized to wear large medals when full dress is prescribed for officers. The enlisted uniforms corresponding to officers' full dress are service dress blue or white for CPOs, and dress blue or undress white with neckerchief for other enlisted men.

Since the requirement of large medals for officers is comparatively recent, it is possible that after this custom has become well established, Fleet commands may recommend that large medals be prescribed for enlisted personnel as well.—Ed.

Education Under G. I. Bill

SIR: In regard to receiving veterans' benefits for educational training, what date applies to a man who was discharged 1 Feb 1954 but reenlisted for six years to complete his twenty in 1960? — M.R.S., AOC, USN.

• If you reenlisted for six years in February 1954 and you were on active duty on 31 Jan 1955 you will continue to accrue G. I. educational and training entitlements, up to a maximum of 36 months of such education or training. Your education or training under the Korean G. I. Bill must start within three years of the time of your discharge or transfer to the Fleet Reserve in 1960, whichever comes first. It should also be noted that education and training under the Korean G. I. Bill must be completed eight years after discharge or release from active service or 31 Jan 1965, whichever is earlier.—Ed.

Korean Presidential Unit Citation

SIR: I have read numerous books and publications—to no avail—trying to find if the personnel on board USS *Alfred A. Cunningham* (DD 752) rate a South Korean PUC for operations with Task Force 95 during the Korean conflict. I'm not sure, but I believe she was operating with the task force during the time for which the citation was awarded. If our ship does rate a PUC, I would like to know how I can get it.—J. C. H., TE2, USN.

• Records show USS *Alfred A. Cunningham* (DD 752) operated with Task Force 95 during the period 13 Feb 1951 to 1 Dec 1951; therefore such service is creditable for the Korean Presidential Unit Citation Badge. This badge may be purchased from military shops. No medal is involved.—Ed.

Aviation Medical Technicians

SIR: I've been wondering if the Bureau has ever considered having a set of wings made for aviation medical technicians of the Hospital Corps? Also, have men with this rate ever been ordered to duty involving flying, and if not, will they be assigned to flying some time in the future?—E. H. C., HM2, USN.

• There are no plans for establishing wings as special insignia for aviation medical technicians.

The duties of an aviation medical technician do not require frequent and regular participation in aerial flights. For this reason hospital corpsmen qualified as aviation medical technicians normally are not assigned to duty involving flying. In a few instances frequent and regular flights have been required of qualified personnel, and, in such cases, authority has been granted on individual basis.

There are no indications that the present requirements will be changed and there is no plan to alter the status of the

Duties of ABs

SIR: I have always been under the impression that aviation boatswain's mates were supposed to hold billets aboard air stations in gasoline, line and crash crews. However, nearly every squadron reporting aboard carriers has aviation machinist's mates as line chiefs and line petty officers. A lot of squadrons on air stations not only use ADs but also aviation structural mechanics and even aviation ordnancemen as line chiefs and in line and gasoline crews. Aren't ABs supposed to have these billets aboard air stations?

Also, I noticed the Shore Duty Eligibility List shows the Eighth Naval District does not rate any ABs at all—yet Corpus Christi, which is located in the Eighth Naval District is one of the largest air stations in the U. S. What gives?—R. R. B., ABC, USN.

• The Bureau of Naval Personnel establishes allowances for AB personnel for Naval Air Stations to satisfy the following general personnel requirements: (1) handling of aviation gasoline; (2) aircraft crash fire crews; (3) handling of sea planes; and (4) test and development of catapult and arresting gear, such as at NAMC Philadelphia and Patuxent River, Md.

As for your second question, NAS Corpus Christi is under the enlisted personnel distribution control of CNATRA and does have an allowance for AB ratings. The Commandant, Eighth Naval District has no activity for AB ratings.—Ed.

hospital corpsmen qualified as aviation medical technicians concerning entitlement to temporary flight orders.—Ed.

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Fleet's New Line

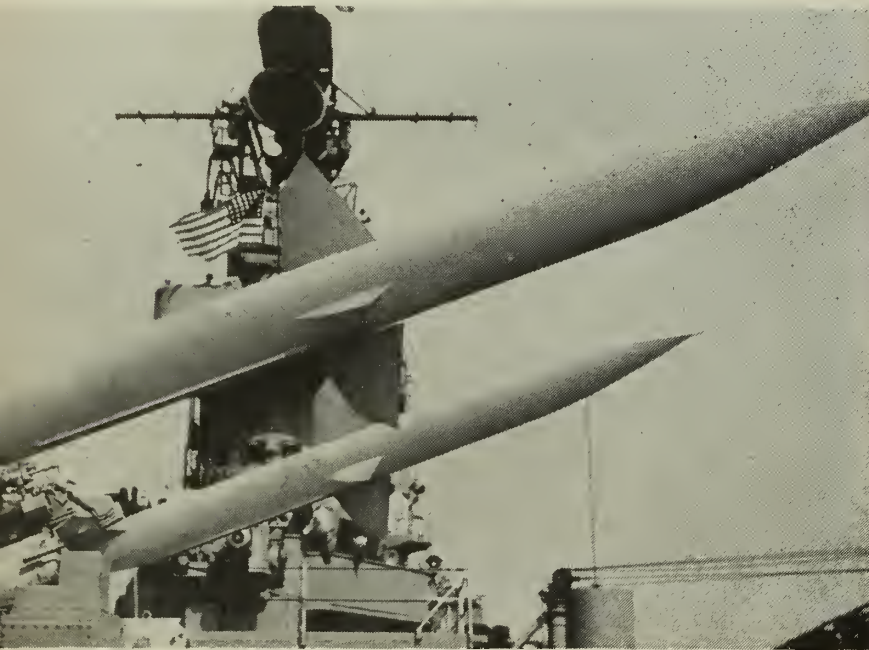
YOUR NAVY is a constantly changing Navy. It has to be to keep up with the times and to remain tops in its field.

At present, ships of the Fleet are undergoing changes to equip them for the beginning atomic age and any threats to our freedom that this new age might bring.

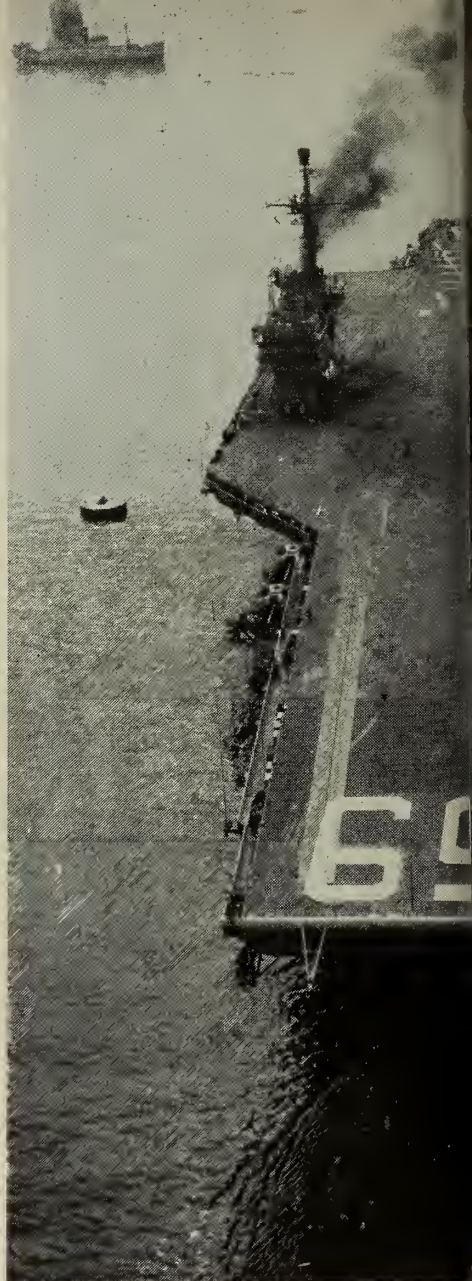
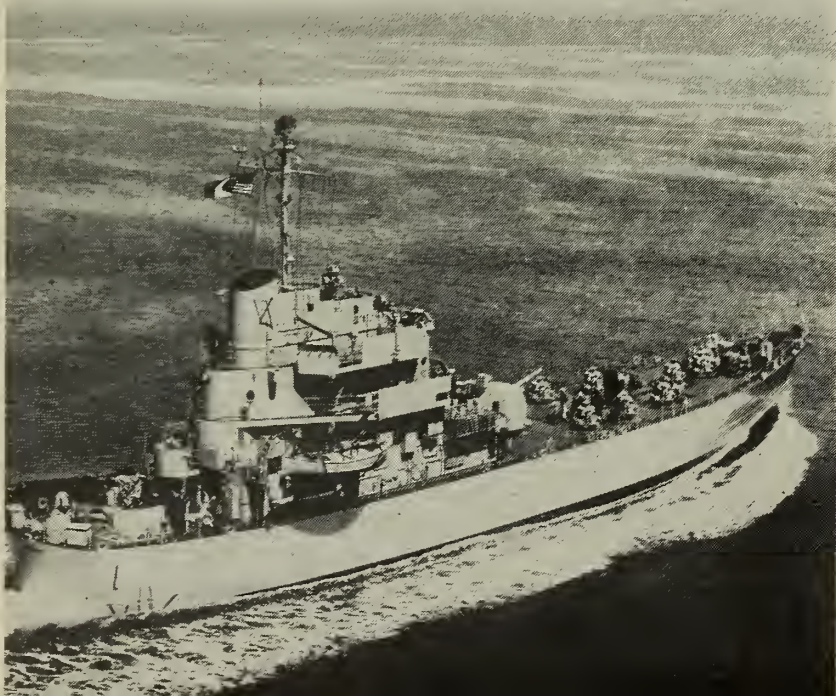
New ships, some with changes almost as drastic as the shift from sail

to steam, are being planned, built, and in some cases have already felt the challenge of the sea.

Don't get the wrong idea. This doesn't mean your present ship that has been serving the Navy so well will be deep-sixed. Far from it. Just look at some of the conversions that have taken place recently. Take for instance *uss Shangri La* (CVA 38), *uss Antietam* (CVA 36), and many



CONVERSIONS GIVE new jobs to Navy ships. Here, missiles are poised on deck of *USS Mississippi* (AG 128). Below, is new type IFS, *USS Carronade* (IFS 1).



NAVY'S LARGEST FLATTOP, *USS Forrestal* destroyer leaders, like *USS Willis A. Lee*



Of Ships for '56

other vessels of all sizes and types.

They went into dry dock and came out with a totally different look. In some case these changes in appearance were accompanied by special gear for a special job in a modern fleet.

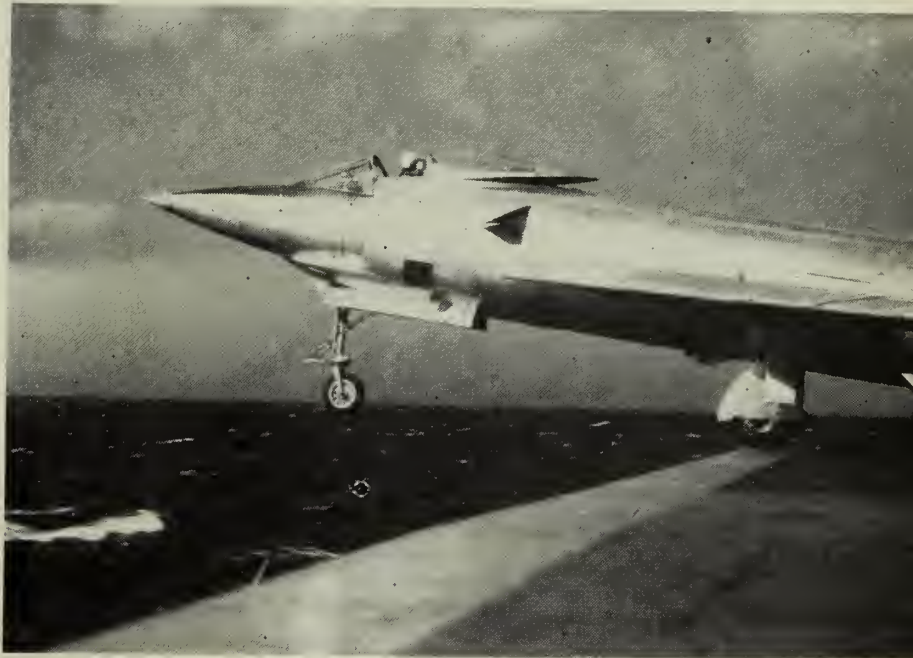
Here is a pictorial roundup designed to give you a quick idea of some of the changes taking place in the various ships of our fleet. Some,

like *Forrestal*, have just hit the water and are at present undergoing their sea tests. Others have passed the test and have joined the fleet.

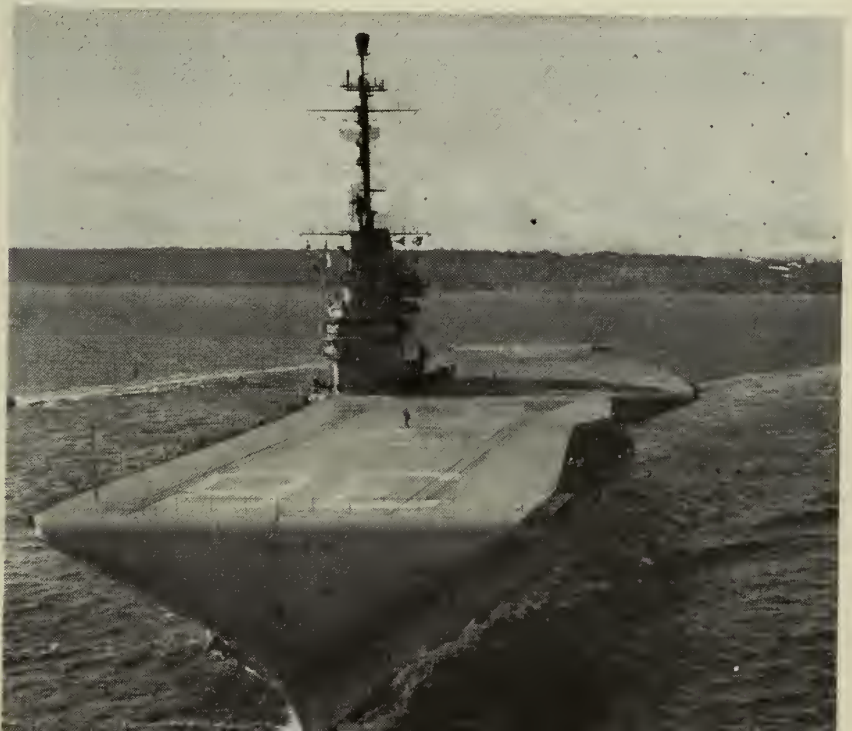
Many of these changes and new additions have been covered in detail in recent issues of *ALL HANDS*. As "the world of tomorrow" continues to influence Navy ships of various sizes you'll be kept posted on the new look in the modern Navy.



moves out for her sea trials. Below: New
ave speed of DD and firepower of CA.



NAVY DEMON, F3H-1N, is representative of streamlining in the skies above the Fleet. Below: USS Shangri-La (CVA 38) is one of many recent conversions.





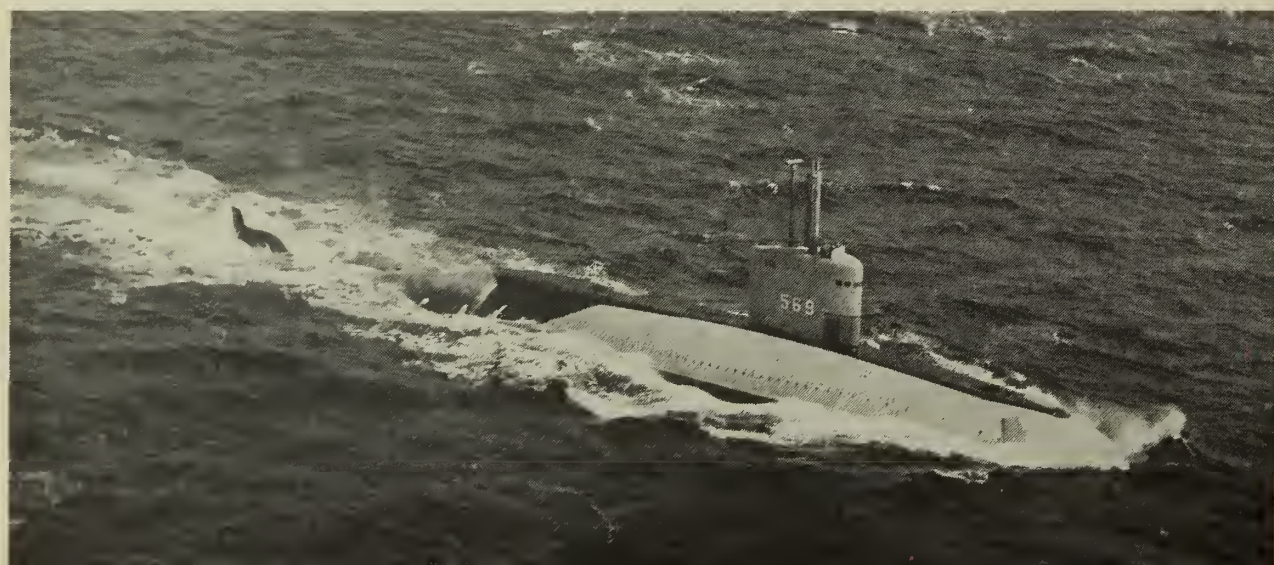
AUXILIARY VESSELS have new streamlines too. Here, new oiler *USS Neosho* (AO 143) rides high in the water.



LATEST NON-MAGNETIC mine sweeper, *USS Inflict* (AM 456), is now in Pacific. Below: New ideas will be tried out by *USS Albacore* (AGSS 569), test ship for hull design.



ATOMIC TWOSOME—Navy's *USS Seawolf* (SSN 575) and

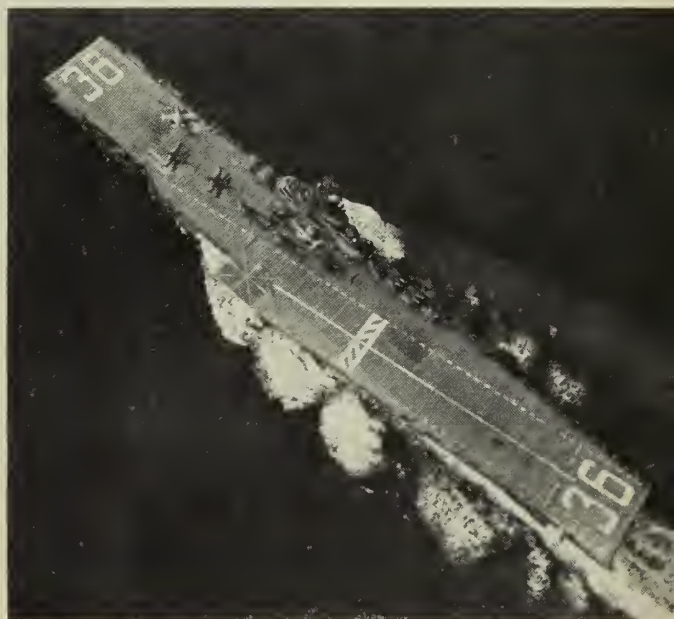




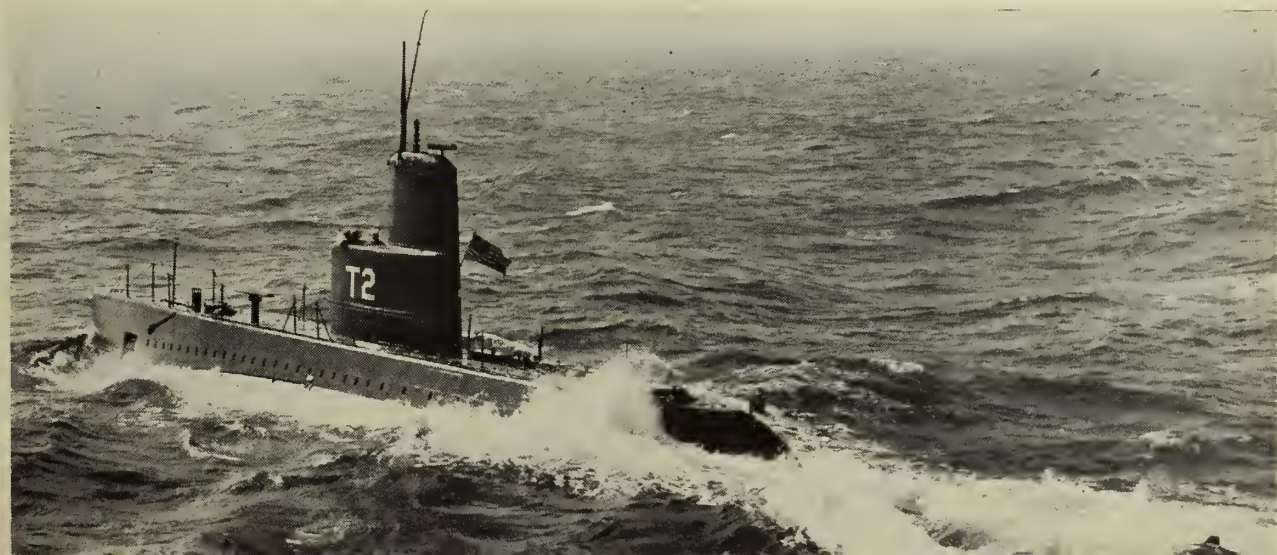
DESIGNED FOR FAST convoy work, new DEs like *USS Dealey* (DE 1006) with single screw can be built in a hurry.



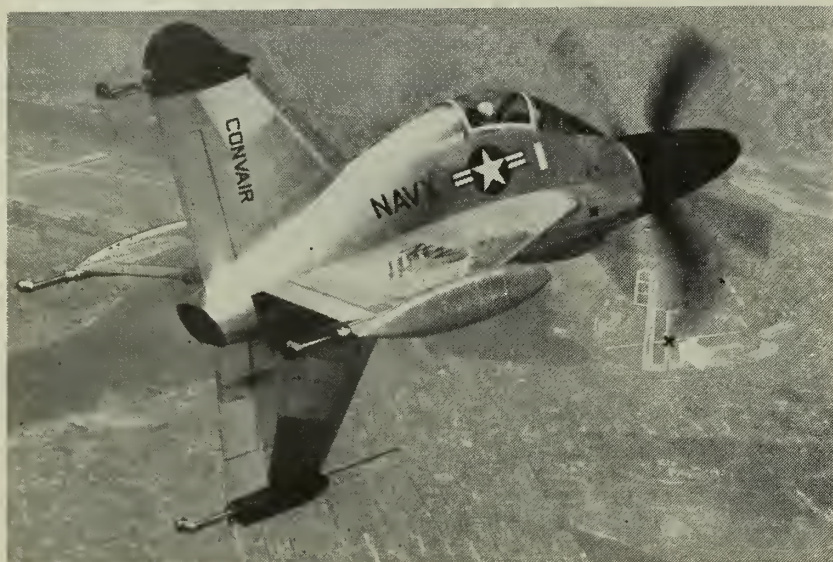
Nautilus (SSN 571) are photographed together for first time.



NEW DECK OF *USS ANTIETAM* (CVS 36) is port for latest in jets. Below: Small subs will join big sisters in Fleet. Here, 50 foot T-class 'baby' cruises on surface.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



THE SPOT that Navy's XFV-1 needs to land on is much smaller than the X mark shown on the ground. VTO plane sits straight down on casters.

Conversation Over 10,000 Miles

Two amateur radio stations sponsored by the Navy will be in operation in the Antarctic next spring as morale boosters for 10 volunteer Seabees who will winter over during the Antarctic night of March-October, 1956.

Two additional Navy "ham" stations are expected to go on the air by March, 1957.

With the stations, Navy radiomen hope to bridge the 10,000 miles to the United States to permit members of the Special Seabee Mobile Construction Battalion to talk to their families, relatives and friends via any of the 130,000 amateur radio operators in this country.

The Federal Communications Commission has assigned the call signs KC4USA and KC4USV respectively, to the two stations which will

begin operating about 1 Mar 1956 from the planned Little America station at Kainan Bay and from an Air Operating Facility to be built at McMurdo Sound. The FCC has also authorized the Navy to use any call signs within the block KC4USA through KC4USV in the Antarctic if additional stations become necessary.

The radio crew has acquired gear to operate CW, AM and single side band. The stations will receive and transmit on the 80, 40, 20 15, 11 and 10 meter bands—weather conditions permitting.

In March 1957, when Byrd Station is constructed in Marie Byrd Land and the South Pole Station is built at the South Pole, the two other stations will start operating. They have been given the call signs KC4-USB (Byrd Station) and KC4USN (South Pole Station).

Sailing Plane

The port of Iwakuni, Japan, recently had one of the strangest ships of its history moor at its piers. Completing a nine-hour-and-24-minute ocean voyage, a downed P5M1 "Marlin" seaplane pulled into the harbor of the small city.

The big Navy plane became a ship when an engine failed while over the Inland Sea of Japan. After a perfect landing the crew of the plane took her back to the Japanese port on one engine, averaging from eight to nine knots during the trip.

The mishap occurred while on a routine flight near Shimonoseki Strait, and upon hitting the water, LT James E. Garlitz, USN, the patrol plane commander, took over as commanding officer of the brand new addition to the surface Navy.

Navigator of the temporary ship was LTJG James Roush, USNR, who set to work on plotting a return course for the plane as soon as it hit the sea. His estimated time of arrival at Iwakuni was right on the button.

During the last six hours of their sea voyage the men had the company of a Navy crashboat which had been sent out to escort them.

To round out the picture, LT Garlitz, as skipper of the ship, had just completed a correspondence course in "Basic Seamanship." Arriving in Japan all he could say was: "That course sure came in handy today."

O&R Uses Ultrasonic Cleaner

Ultrasonic power is being used experimentally at NAS, Pensacola, Fla., to clean precision instruments, parts, and intricate mechanisms without completely disassembling them.

Ultrasonic energy introduced into a cleaning fluid causes the phenomenon known as "cavitation," which firmly but gently removes contamination from any part area touched by the activated cleaning fluid.

The first two of these units have been in use for more than six months in the Pensacola Overhaul and Repair Department. First unit is used for cleaning assembly bearings and second for cleaning instruments.

YESTERDAY'S NAVY



Between 23 and 26 Oct 1944 the Battle of Leyte Gulf took place. One of the high points of this battle occurred at midnight on the 24th when a ragged column of the Japanese southern force, under fire from U.S. PT boats, entered Surigao Strait—sailing right into a trap prepared by RADM Jesse B. Oldendorf, USN. As soon as the enemy entered the Strait, U.S. destroyers, cruisers and battleships opened fire and sealed off their advance and the Japanese force was almost completely destroyed before it could return fire.

Sub School's Honorman

Honorman of the 121st graduating class of the Enlisted Basic Submarine School Course at U.S. Naval Submarine Base, New London, Conn., was Cesar S. Wycoco, TA, USN.



Honor Student
Cesar S. Wycoco,
TA, USN

Wycoco, whose home town is Manila, P.I., was the first native of the Philippines to achieve this high scholastic standing at the Submarine School and also the first steward in the school's history to be named as top graduate.

Wycoco won out over 177 other graduates in the final exam in which he missed only two questions in an examination containing 238 questions. His final score of 3.918 out of a possible 4.0 is also the highest mark ever attained in straight academic work, which is compressed into eight weeks of intensive study and practical application of submarine subjects.

The honorman has attended Far East University at Manila for four years, and one year on a scholarship at Oklahoma City University, Oklahoma City, Okla.

He enlisted in the Navy on 9 Nov 1954 at Sangley Point, Cavite, Philippine Islands.

At the U.S. Naval Training Center, San Diego, Calif., Wycoco began his record of high scholastic standing by being named honorman of his company during recruit training, and again was the top man of his Stewards School Class, at the U.S. Naval Training Center, Great Lakes, Ill.

Record in Obstacle Course

A new record time of one minute 39 seconds was set at the year-old obstacle course at the Pre-Flight School, NAS Pensacola, Fla. Breaking the 400-yard course record was Naval Aviation Cadet Robert H. Appleby.

Appleby's time topped all previous attempts since the course was constructed. The course is designed to teach and test Pre-Flight students' agility and determination.

The obstacle course includes a 14-foot bulkhead, sand pits, a water obstacle, ankle breakers, long jumps and a variety of mazes. Pre-Flight

Modern Sports Center Makes Hit with Fleet at Norfolk

One of the Navy's largest and most complete recreation centers on the East Coast was dedicated this summer in a ceremony attended by more than 300 officers, enlisted men and guests. Located at Norfolk's Convoy Escort Piers, the huge, red-brick building was named the "McCormick Sports Center" in honor of Vice Admiral Lynde D. McCormick, USN, who is now President of the Naval War College at Newport, R.I.

The ultramodern structure, financed by a grant from the BuPers Central Recreation Fund, contains a gymnasium with a 2000-person seating capacity, a special practice gymnasium, an eight-lane bowling alley equipped with automatic pin setters, a pool room, a Navy Exchange, a barber shop, snack bar, patio, and a lounge.

This gigantic Norfolk sports plant will also include an outdoor sports area with a lighted baseball diamond, two lighted softball diamonds, two basketball courts, four badminton courts, one volleyball court and two shuffleboard courts.

Also included will be a nine-hole pitch-and-putt golf course, a golf driving range, three unlighted base-

ball diamonds, handball courts, model airplane ring and an improved picnic area.

"A recreation center of this type has been needed for some time," stated Admiral Jerauld Wright, USN, Commander in Chief, U.S. Atlantic Fleet. "Ships can't provide all the necessary recreation facilities and this center should fill the bill."

Admiral McCormick, former CinCLant, was instrumental in originating plans for the sports center in 1949. Actual construction of the center began early in 1954.

"This is a wonderful day for us," stated the President of the Naval War College, at the dedication ceremonies. "Our dream has come true."

The festivities were climaxed by the unveiling of a plaque honoring Admiral McCormick, "whose interest and efforts to provide recreational facilities for the men and women in the Navy resulted in the construction of this sports center."

A tour of the sports center, followed by a buffet luncheon on the patio, closed the official ceremonies. The center is under the control of the Naval Station commanding officer has a chief petty as manager.

cadets run the obstacle course on an average of eight times during their 14 weeks in the school.

Alaska Marathon Racer

The Annual Marathon Race at Kodiak, Alaska, was won this year by Delmar L. Christianson; CM3, USN.

Starting line of the eight-mile course was in front of the Adminis-

tration Building on the Kodiak Naval Station and the finish line in the center of the town of Kodiak. Christianson covered the distance in 48 minutes. His nearest competitor was several minutes behind, as the Seabee led the eleven-man field.

Christianson, who is attached to Mobile Construction Battalion 11, the Kodiak Naval Station, had never before run in competition.



RIDING HIGH after refueling ships of the Sixth Fleet is USS Caloosahatchee (AO 98). Nested alongside are USS Spikefish (SS 404) and USS Piper (SS 409).



TWO OF TEN Miss Universe contestants to visit *USS Haven* (AH 12) are welcomed by J. Swope, HM1, USN. They are Miss Wyoming (left) and Miss Ohio.

Visit to *Haven*, and *Tucker* too

Ten of the most beautiful girls in the world recently paid a visit to *uss Haven* (AH 12) during the hospital ship's visit to Long Beach, Calif.

The 10 young ladies were in Long Beach to take part in the Miss Universe contest and presented a dazzling sight to the Navymen as they came aboard the ship.

There was talk of holding a beauty contest aboard *Haven* with the 10 Miss Universe contestants



REASONS why *USS Henry W. Tucker* (DDR 875) claimed most beautiful tin can title pose by the ship's bell.

vying for the title of "Miss *uss Haven* 1955," but since the girls were all beautiful it was decided to split the title 10 ways and soon all of the girls were sporting the traditional sash that goes with any beauty contest.

After all had been crowned queen, they made a tour of the hospital spaces and clinics, stopping for refreshments and a copy of the *Haven's* cruise book which was presented to them as a memento of their visit.

Haven was not the only ship to welcome the select group. She was outdone by a DD.

For a few short hours *uss Henry W. Tucker* (DDR 875) was, according to her crew, the most beautiful tin can afloat.

At the time in question *Tucker* was in her home port of Long Beach, Calif. The aforementioned contestants for the Miss Universe beauty pageant also happened in town.

The crew of *Tucker* decided to invite some of the world's most beautiful girls aboard for a tour of the ship and, this time 13 accepted.

After a tour of the ship and introductions to the ship's crew, each girl met her dinner companion. Escorts for the girls were picked from the crew of the ship on a merit basis with a Spanish-speaking sailor matched with a South American lass to make things more pleasant for the girls.

Following the meal, which all agreed was far too short, press of events compelled the beauty queens

to leave the ship and return to the tough schedule which faces all potential beauty queens.

As the barge carrying the contestants back to the shore pulled away from the ship, the girls and their escorts joined in singing "Anchors Aweigh" while the less fortunate crew members of *Tucker* watched from the weather deck.

Since that time the crew of the destroyer, who made the girls "honorary shipmates," have continued to boast of the few short hours when *Tucker* laid claim to the title, "World's Most Beautiful Tin Can."

Navy Develops Dry Lubricant

A "miracle" lubricant with a wide variety of potential military and industrial use has been developed by the Naval Research Laboratory.

In the form of an easily applied plastic film only a few ten-thousandths of an inch thick, the combination dry lubricant and corrosion-preventive is serviceable from 75 degrees below zero to 500 degrees above. Polytetrafluoroethylene, previously well-established as a protective coating and electrical insulating material, is the material used.

Following tests of automatic pistols, rifles, ammunition and similar ordnance equipment which were coated with thin films of the materials, the Marine Corps has completed extensive field tests of coated infantry weapons. These tests, which lasted approximately eight months, have established that "the original coating provides satisfactory lubrication for an almost indefinite period following issue." The dry lubricating film has proved to be a suitable preservative for long-term storage of weapons, and is "much superior" to the conventional preservative in corrosion prevention and in maintaining combat readiness.

Additional work by chemists at the Naval Research Laboratory indicates that this plastic coating will also be a useful long-lived dry lubricant for many other applications. The coating can be used as dry lubricant for bearings, universal joints, gears, screw threads, valves, hydraulic and pneumatic equipment and in numerous precision optical and electronic instruments.

Several experimental coating facilities have been established by the Bureau of Ordnance and Bureau of Ships at various naval installations.

Submarines Support Orphanage

Five large boxes of clothing and toys, donated by families of submariners in the Pearl Harbor area, are being distributed among orphans at Hayama, Japan. The gifts were delivered from Pearl Harbor by the submarine rescue vessel *USS Greenlet* (ASR 10).

The orphanage, which the Pacific Fleet Submarine Force has been sponsoring since 1953, now cares for about 40 orphans.

In addition to providing financial support, submariners help the orphanage in other ways. Crew members of *USS Blackfin* (SS 322) have painted the orphanage; *Charr* (SS 328) provided a phonograph and entertained the children at a picnic; *Rock* (SSR 274) donated a stove; and *Remora* (SS 487) delivered enough clothes from San Diego submarine families to last the winter.

A monthly quota was established to support the orphanage and since its beginning the quota has not only been met, but always doubled.

100th Class Comes Up For Air

The 100th class to complete the Officers' Basic Submarine Course has graduated at the U. S. Submarine Base, New London, Conn. There were 114 U. S. and 14 foreign naval officers in the class.

Since December, 1916, when Class No. 1 graduated 22 officers, the Submarine School has trained 5210 officers for the submarine service. The largest group to be graduated (June 1944) contained 260 officers, about five times the number in the preceding pre-war class. Since the Korean conflict, enrollment has been standardized at about 120 per class, and the length of the course increased to six months.

Honor man of the latest class was Lieutenant (junior grade) Carlisle A. H. Trost, USN. LTJG Trost is the recipient of the L. Y. Spear Award for standing first in his class. He also graduated first in the U. S. Naval Academy Class of 1953.

In addition to the 110 U. S. Navy line officers and 4 U. S. medical officers finishing the course, there are: 9 line and 1 medical officers of the Japanese Maritime Self Defense Force; 2 Peruvian line officers; 1 Brazilian medical officer and 1 Venezuelan line officer.

This is the first Japanese group to be trained at the base.



MASS SHIPPING OVER was celebrated by special festivities with feast and prizes for the 61. Rex and court of 'lady pollywogs' were guests of honor.

Charleston Beauties Reign in 'Shipping Over Festival'

Men in the Atlantic Fleet Mine Force believe in shipping over in droves rather than one at a time. This was demonstrated at a recent "shipping over festival" which saw 61 career Navymen raise their right hands and sign on for another hitch.

In honor of the mass reenlistees, the Mine Force sponsored a special celebration and Charleston, S. C., businessmen donated "individual tokens of esteem" awarded to the men shipping over.

Rear Admiral Kenmore M. Mc-

Manes, USN, Commander Mine Force, swore the men in and presented the reenlistment bonus checks. He was "assisted" by five young Charleston girls who had been selected as special guests of the Navy.

Also on the schedule was a special "shipping over" dinner, comprised of beef, roast turkey and baked ham with all the trimmings.

When the day rolled to an end all 61 of the reenlistees agreed that the day was one of the best they had ever experienced.



SIXTY-ONE CAREER NAVYMEN of MinLant are sworn in for another hitch. RADM Kenmore M. McManes, USN, Mine Force CO, administered oath.



'CHAMP' DANCE at Jacksonville, NAS, was a big affair for men of USS Lake Champlain (CVA 39) and their guests.

Radar Weather Trackers

A new step in storm and hurricane weather protection service went into operation 1 July at NAS Jacksonville, Fla.

This protection is a new weather detection radar system that enables the aerological department at NAS Jax to pick up and track, within a 200-mile radius, storms or tropical disturbances when they reach the Daytona Beach area. It then follows

them northward up the Atlantic Coast.

Pilots who avail themselves of the new service are able to determine whether or not they should fly an altitude of 45,000 feet to get over a suspicious cloud bank or whether to fly at 5000 feet to pass under it.

The range of the new weather protection system will take in Charleston, S. C.; Macon, Ga.; Tallahassee and Daytona Beach, Fla.,

and as far as 200 miles out to sea. Similar weather detection systems have been installed and are already in operation at the Fleet Weather Control office in Miami and at the Naval Air Station, Norfolk, Va.

Power Plant Saves the Day

The next time you sit down to a meal which includes salmon, it may be that the fish served on your plate is through the courtesy of the U.S. Navy.

A short time ago in Neah Bay, Washington, heart of the Northwest's salmon fishing grounds, a fire wiped out the only power plant in the small community during the height of the salmon season.

The town, populated almost exclusively by members of the Makah Indian tribe, owes its existence to fishing, and when the power plant went out it appeared that huge quantities of fish would spoil before a new plant could be built.

Since the fishermen usually bring in about 20,000 pounds of fish a day, lack of refrigeration would soon have ruined much of the season's catch.

That's when the Navy came in on the situation and provided assistance. The leader of the Indians, Chief Ward, put in a call to the Navy at Seattle describing his problem. In a matter of hours a 600-kilowatt generator, weighing 23 tons, was on its way to the stricken community.

The Navy, and the generator, arrived in time to save the catch already on hand and provided adequate electricity until the power plant could be rebuilt.

Latest Fashions for the Arctic Sailor

Goggles without lenses and cold weather clothing with plastic foam lining are undergoing tests in the Antarctic as part of Operation Deepfreeze. (See page 2.)

The design of the wind-resistant goggles is based on the Eskimo practice of cutting star-shaped slits in goggles carved from whalebone, combined with recent experiences in testing standard goggles with large holes cut in the lenses.

Lenses of conventional goggles become rapidly fogged by condensation of moisture evaporated from the eyes at low temperatures. In the experimental type, the lenses are omitted and a transparent, plastic, kidney-shaped cylinder is fitted to the foam rubber frame. The open-end cylinder projects directly forward to shield the eyes. Stagnant air within the cylinder deflects the wind.

Men testing the equipment said no tears came to their eyes in laboratory tests at 20 degrees below zero in winds up to 70 mph.

The new cold weather clothing is designed to keep a man overboard afloat indefinitely, and although it does not give prolonged protection from extremely cold water it would lessen the danger from exposure in an open boat following immersion in the sea.

Of waterproof outer fabric, the cold weather clothing has been interlined with a non-wettable perforated plastic foam, a chemical compound called polyvinylchloride. Zippered slits across the chest and thighs are designed to permit evaporation of body moisture when the wearer is engaged in heavy work. The slits are zipper-closed and then covered to resist penetration by driving snow or water breaking over the deck in a heavy sea. Moisture also may be evaporated through the holes in the plastic foam without affecting its insulating qualities.

Cells of the foam material are separated from one another and do not absorb water.

Navy Chief Is Credited With Seven Inventions (That Work)

To come up with a work-saving method of eliminating five hours of a 15-hour job is quite an accomplishment; to develop a means of saving 10 hours on a 15-hour job is indeed praiseworthy; but originating an idea for doing a 15-hour job in three hours is really something to shout about.

The cause of this shouting is Owen N. Coffee, ADC, USN, who has invented seven devices for saving man hours in jet engine maintenance.

In 1947 when Chief Coffee was assigned to VF-171 at Quonset Point, R. I., the jet squadrons had very few tools designed specifically for jet engine maintenance. The chief decided that something should be done about this and the little wheels of invention in the back of his brain immediately went into operation. It was not long before he came up with his proudest invention—an "engine removal and installation work stand." By using his stand, maintenance personnel can remove a jet engine in three hours—a job that formerly took 15 hours.

The stand is built, essentially of a jack and a cradle fitted with casters. Work crews roll the stand under the aircraft's power plant, lift it free with the jack and lower it onto the cradle.

When VF-171 transferred to NAAS Cecil Field, Fla., it was there that Coffee discovered a pre-

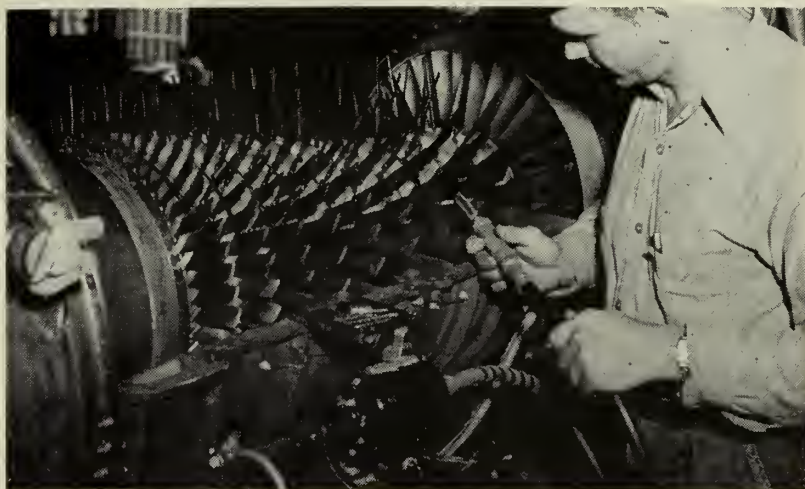
serving, depreserving and pre-oiling apparatus. Its essential characteristic is a capacity for building up pressure and forcing oil through the engine passages.

Not long after this, Coffee noticed that the method being used to transport jet engines to test cells was pretty slow. A ton-and-a-half truck carried one engine at a time and it had to be accompanied by a separately transported crane for loading and unloading. Using his ingenuity he made a few changes in a torpedo transfer dolly which is equipped with its own boom and came up with a vehicle that can carry two engines at once.

In 1950 while on duty with FASRon Six at NAS, Jacksonville,

Fla., he came up with another invention. At that time, when overhauling an engine, it was standard procedure to remove manually the rust and pits from the 600-odd turbine blades by means of crocus cloth—a long laborious process. After studying this operation for a couple of weeks Chief Coffee came up with a rotating brush apparatus that eliminated 80 per cent of the time formerly required for this job.

In the same year he produced a fuel nozzle tester and in 1951 a hoist for removing turbine wheels. The Bureau of Aeronautics has authorized two of his seven inventions and he has received two commendations for his contribution to jet engine maintenance.



ONE OF SEVEN time-saving devices invented by Owen N. Coffee, ADC, USN, is a rotating brush which replaces hand polishing on jet turbine.

Sea-Going Rivers

Medium Landing Ships (Rocket) (LSMRs) make up the latest group of vessels to achieve greater individuality by being designated by name as well as hull number.

As noted in the May 1955 issue of

ALL HANDS, the naming of "dungaree Navy" craft was being considered in a move to increase the Navyman's sense of identification with his ship. At that time, it was announced that names had been selected for de-gaussing vessels (ADG) and, in the

September 1955 issue of the magazine, names of LSTs were listed on page 39.

LSMRs are named for rivers in the United States. Here is a current list of names assigned to the LSMRs, effective 1 Oct 1955:

Classification	Name
LSMR-401	Big Black River
LSMR-402	Big Horn River
LSMR-403	Blackstone River
LSMR-404	Black Warrior River
LSMR-405	Broadkill River
LSMR-406	Canadian River
LSMR-407	Chariton River
LSMR-408	Charles River
LSMR-409	Clarion River
LSMR-410	Clark Fork River
LSMR-411	Cumberland River
LSMR-412	Des Plaines River

LSMR-501	Elk River
LSMR-502	Escalante River
LSMR-503	Flambeau River
LSMR-504	Gila River
LSMR-505	Grand River
LSMR-506	Green River
LSMR-507	Greenbrier River
LSMR-508	Gunnison River
LSMR-509	Holston River
LSMR-510	James River
LSMR-511	John Day River
LSMR-512	Lamoille River

LSMR-513	Laramie River
LSMR-514	Maurice River
LSMR-515	Owyhee River
LSMR-516	Pearl River
LSMR-517	Pee Dee River
LSMR-518	Pit River
LSMR-519	Powder River
LSMR-520	Raccoon River
LSMR-521	Rainy River
LSMR-522	Red River
LSMR-523	Republican River
LSMR-524	St. Croix River

LSMR-525	St. Francis River
LSMR-526	St. Johns River
LSMR-527	St. Joseph River
LSMR-528	St. Marys River
LSMR-529	St. Regis River
LSMR-530	Salmon Falls River
LSMR-531	Smoky Hill River
LSMR-532	Smyrna River
LSMR-533	Snake River
LSMR-534	Thames River
LSMR-535	Trinity River
LSMR-536	White River

THE BULLETIN BOARD

Navy's Reenlistment Rate Doubles over 6-Month Period, Shipping Over Info Provided

The Regular Navy reenlistment rate has more than doubled in recent months. For the first six months of 1955, according to a recent survey, the over-all reenlistment rate was 18.8 per cent.

For those Navymen ending their first enlistment, the rate was 11.8 per cent, while for those ending their second or later enlistments (career reenlistments), the rate was 82.9 per cent, that is, more than four out of every five eligible men shipped over.

In contrast, the over-all rate during the preceding six months had been 8.2 per cent (or 5.4 per cent and 53.0 per cent for first term and career reenlistments, respectively).

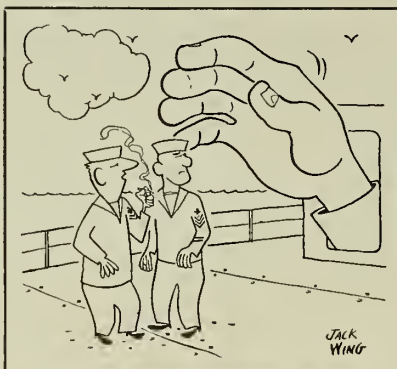
The doubled rate, which benefits both the Navy as an organization and the men of the Navy as individuals, calls attention to several points.

It means that more Navymen realize that the Navy can offer them an attractive career and, in many cases, training opportunities which have few counterparts outside the Navy. Many, for example, have received extensive technical instruction during their preceding term of enlistment—now they're ready to cash in on it, and have decided that the Navy offers the best future.

The increased reenlistment rate benefits everyone in the Navy. More reenlistments mean a greater retention of Navy skills and know-how. At the same time, the increased rate has a beneficial effect on stability. With the Navy's reenlistment count up, there need be fewer transfers within a fleet, force, air group, division or squadron. Transfers occur more frequently when an organization is below strength.

All ships and stations were assisted in their reenlistment efforts by three programs. Each of these programs gave an objective comparison of the prospects of a return to civilian life with the prospects of a continuation of naval service. The programs were:

- A presentation entitled "Your Reenlistment Date." In mid-February all ships and stations received a talk



"I think the chief wants us . . ."

outline and a series of 20 charts prepared by this Bureau. These formed the basis of a presentation by petty officers to small groups of men.

- A presentation or demonstration by Career Appraisal Teams (NavCATS). A story on these teams will appear in a future issue.

- A Reenlistment Interview program. More fully explained in BuPers Inst. 1133.3B, this program is built around the Reenlistment Interview Guide (NavPers 15878) and various portions of the *BuPers Manual*.

Draft of 10,000 Authorized To Keep Navy at Full Strength

In spite of the improved reenlistment rates and the present strong recruiting program, the Navy will be unable to fill all gaps and maintain the personnel strength needed to meet its worldwide commitments this year.

As a result, Selective Service has been requested to provide 10,000 men for induction into the Navy in November. Details of the plan may be found in NavAct 5.

The reason for the draft call is the unusually large number of enlistments at the time of the Korean crisis which are now expiring.

Adoption of the draft does not change the Navy's basic reliance upon the four-year voluntary enlistment as the primary means and source for manning its ships, planes and stations. The Navy's last draft call was in May 1946.

If You're Headed for Duty In Hawaii, Check Latest Summary on Living Conditions

Although Hawaii is not in any sense a foreign country, we're presenting a brief rundown on housing conditions in our overseas living conditions series because we've discovered that Navymen and their dependents some time receive erroneous information before leaving the U. S. For more about Hawaii see page 8.

Here's the straight scoop, as compiled by the 14th Naval District Housing Office, in cooperation with the Base Pool Housing Office, Pearl Harbor:

Entry approval to the Hawaiian area is no longer required. All requests for travel of dependents should be addressed to the Commandant, Twelfth Naval District. Hotel reservations or other arrangements for temporary housing should be made before commencing travel, as government housing upon arrival cannot be assured.

Housing applications cannot be accepted until you actually report to this area and you must have at least six months' foreseeable duty in this area at the time your name is reached for housing. Submit a request to the Base Pool Housing Office, Pearl Harbor, via your commanding officer. Your name will be placed on the appropriate housing list under the date of eligibility, which generally is the date of arrival on Oahu or date of reporting to a Pearl Harbor based reporting to a Pearl Harbor-based unit assigned to forward areas such as Midway and Kwajalein Islands are *not* eligible for housing at Pearl Harbor, even though Hawaii may have been designated as a point of selection.)

Eligibility for one-, two- or three-bedroom units is determined by number, ages and sex of dependents. One bedroom units are assigned only to couples without children. Three-bedroom units are assigned to families with children in the following age groups: Two children of opposite sex, both six years of age or older; three children, one of whom is six years of age or older, or all of whom are four

years of age or older; four or more children. Two-bedroom units will be assigned in other cases.

Several different types of housing are available. The salient features of each are:

• **Officers' housing.** Furnished Public Quarters and unfurnished rental housing are available. Public Quarters are furnished with a basic allowance of furniture which includes mattresses, lamps, rugs, appliances (range, water heater, and refrigerator), etc. Title VIII (Wherry) Housing is unfurnished with the exception of major appliances (stove, refrigerator, water heater). The following tables show the size of unit and rental rate:

NAVY-OWNED PUBLIC QUARTERS

Size of Unit	Rental Rate	Remarks
1 bedroom	BAQ	Includes utilities
2 bedroom	BAQ	
3 bedroom	BAQ	

NAVY-SPONSORED (WHERRY HOUSING) TITLE VIII

Junior Officers	Rental Rate	Remarks
1 bedroom	\$ 72.50	Rent includes minimum amt. of electricity
2 bedroom	82.50	
3 bedroom	92.50	

Senior Officers

2 bedroom	106.50
3 bedroom	115.50

• **Enlisted Personnel housing.** There are no furnished quarters available to enlisted personnel; therefore, it is essential that personal furniture be shipped from the United States or that you be prepared to buy furniture upon accepting housing. Stoves, heaters and refrigerators are furnished in all units. If you are in pay grade E-4 with more than four years of service or are in a higher pay grade, you are eligible for both Defense Rental and Title VIII units. If you are in pay grade E-4 with less than four years' service, you may be assigned housing in Defense Rental units after the needs of the higher pay grades have been met. Table below shows size of unit and rental rate:

NAVY-OWNED DEFENSE HOUSING

Size of Unit	Rental Rate	Remarks
1 bedroom	\$54.00	Includes utilities
2 bedroom	64.00	
3 bedroom	71.00	

NAVY-SPONSORED (WHERRY HOUSING) TITLE VIII

1 bedroom	\$61.50	Rent includes minimum amt. of electricity
2 bedroom	71.50	
3 bedroom	81.50	

A limited number of married enlisted men's quarters (one- and two-

bedroom units) are reserved for personnel in key billets. These are furnished units which are considered billet housing and require forfeiture of BAQ allowance.

General information. When you are assigned to Navy-controlled housing, you may rent furniture through the Public Works Center, Pearl Harbor, for a period not to exceed 90 days while awaiting shipment of household effects. It is suggested that you either bring or be financially prepared to buy items such as linen, dishes, pots and pans, as these are not included under the rental plan. 220-volt wiring is not available in Defense Rental units. If you have appliances which require more than 110-volt wiring, they cannot be used. However, 220-volt wiring can be installed in Title VIII units for a small charge.

Waiting periods for permanent housing vary from time to time. In general, waiting periods for enlisted

personnel in the upper pay grades are approximately two months for one-bedroom units; two months for two-bedroom units; three to four months for three-bedroom units. Waiting periods for officers' Public Quarters are approximately the same. Average waiting period for officers' Title VIII units is two months.

Title IX housing (privately-owned rental units) are available to both officers and enlisted personnel. There are approximately 700 units in the Pearl Harbor area. Rental rate for a one-bedroom unit is \$76.50; for a two-bedroom unit, \$87.00; for a three-bedroom unit, \$97.00. These rates do not include utilities.

Civilian housing is generally available within commuting distances to Pearl Harbor, at nominal rental rates.

Inquiries regarding housing should be addressed to the Command Housing Officer, Fourteenth Naval District, Navy No. 128, Fleet Post Office, San Francisco, California.

WHAT'S IN A NAME

Famous Ports: Hong Kong

Hang Kang is not the name of a city in China as many "Atlantic" Navymen suppose, but the name of an island and a territory near the mouth of the Canton River. Hang Kang proper is a rocky island about 11 miles long and four miles wide lying in the South China Sea southeast of Canton and east of Macao. The British East India Company had headquarters at Canton as early as 1684. At that time Hang Kang was a desolate island inhabited only by a few scattered fishermen and pirates. At the end of a war between Britain and China, which lasted from 1839 to 1842, the island was formally ceded to Great Britain by China.

The highest of Hang Kang's six mountain peaks is Victoria Peak with an elevation above sea level of 1825 feet. Victoria, now a populous city, was built as the capital of the island and named after Queen Victoria. Later the British acquired by cession and lease several neighboring islands and territory on the mainland. Greater Hang Kang, composed of Hang Kang proper, the Kowloon Peninsula, the New Territories, Stanley's Island and several smaller islands (with a total area of about 391 square miles) became the British Crown Colony of Hang Kang.

Today Hang Kang is an important British naval station — it is the gateway between the East and the West and one of the greatest trans-shipment ports in the world. It has one of the few harbors in the world that can be called "perfect." And in spite of the hun-



dreds of bumboats, sampans and junks there are numerous docking facilities. Known as the "Pearl of the Orient" it is a favorite liberty port for Navymen in the Far East. Its streets are filled with bright red rickshaws, people of many nationalities, curio shops and bazaars. The tailor shops there enable Navymen an liberty to pick up a hand-tailored suit made of the finest fabrics for a reasonable price and the restaurants offer "real" Chinese food. Hang Kang is a cameraman's paradise with its terraced farms, Tiger Balm Garden and Oriental beauties who still wear the traditional dress. The name Hang Kang is derived from two Chinese characters that have been variously interpreted as meaning "sweet stream" and "fragrant port."

Get the Straight Facts on Living Conditions at Adak, Alaska

JUST MENTION that you're planning to take your family to your new duty station in Adak, Alaska, and "some clown is sure to comment: "Boy! What a place to take your family!"

While nobody would claim that Adak is comparable to Hawaii as an island paradise, living conditions for dependents are not so bad as they've been painted. As a convincer, **ALL HANDS** presents through the courtesy of Adak Naval Station a roundup of the latest information on living conditions aboard the Navy's Aleutians outpost.

Physically, Adak is one of the Andreanof Group of islands, located in the southernmost part of the Aleutian Chain. The terrain is mountainous and rugged, with much tundra and few trees, and numerous fresh water lakes and streams. The island has no native population and no civilian communities.

Thanks to the warm Japanese ocean current, Adak's mean winter temperature is only 32 degrees Fahrenheit, while the mean summer temperature is a relatively mild 44 degrees. The thermometer rarely climbs into the 60s. Although there

are some long wet spells, the average rainfall is 44 inches per year, less than in some U. S. areas. During the winter, snow and sleet flurries occur almost daily, although heavy snows are infrequent in the base area. Perhaps the most disturbing climatic feature are the "williwaws," gusty winds with velocities varying from 80 to 100 knots. Although these sound rather dangerous, they actually affect station life very little.

• **Transportation.** Dependents' travel from Seattle to Adak is strictly controlled by the Commandant, 17th ND with commercial air and government air and water accommodations available. However, authority for entrance of dependents will not be granted until government quarters are available at Adak.

Authority for entrance of dependents via commercial means must be obtained from Com SEVENTEEN, prior to entry. Commercial air travel is available only through Anchorage, where the Adak Naval Station maintains a commercial air terminal. And, as pointed out above, no commercial sea transportation is available.

Government sea and air transportation is assigned by the Comman-

dant, 13th N. D. *after* dependents' entry into the Adak area has been authorized by Com SEVENTEEN. However, living expenses in Seattle must be considered, so your family should not proceed to that point until notified that their entry into Adak is authorized. Dependents must pay for meals during transit.

• **Housing.** Housing is available only for married officers and married enlisted personnel in pay grades E-6 and E-7. Except for certain key billets which have been designated for preferential housing, quarters are not immediately available. Waiting periods vary from three to four months for officers and from six to eight months for enlisted personnel.

• **Household Effects.** The government quarters at Adak contain all basic furnishings, including kitchen range and refrigerator and washer and dryer. Sufficient floor lamps and rugs are also included in the furnishings. Instead of shipping your own items of this type to Adak, you should have them stored at a Navy storage facility. (Your Supply Department should have copies of Bu-SandA Publication 260, containing full information on shipment and storage.)

A limited amount of highchairs, cribs, china, kitchen utensils and other household essentials is available for use until arrival of your own furniture. Some pianos are also available on a rotation basis, but the waiting period is quite long.

You are allowed to ship 500 pounds of household effects express to Seattle, then to Adak via ship, at government expense, from your last duty station. This shipment should include necessary essentials such as linens, silverware, china, kitchen utensils and other light furnishings.

Additional equipment needed to make the quarters livable should be made ready for packing and turned over to the shipping activity as soon as possible after receiving orders. You should allow at least two months from time of pickup until delivery at Adak. This will vary according to location of shipping activity.

• **Autos.** Private automobiles are practically a basic necessity and may be transported without cost from Seattle to Adak via MSTs. Cars

WAY BACK WHEN

Start of Permanent U. S. Navy

At the close of the Revolution only three men-a-war remained. When these were disposed of in 1785, the United States was left without a single armed vessel.

In this state of defenselessness, our country's commerce suffered such inroads by Algerine pirates that Congress, in 1794, authorized six frigates to be laid down. The Act gave the President the option of building four 44-gun ships and two 36-gun ships, or of procuring an equivalent force by purchase, provided, in case of a peace with Algiers, that no further proceeding should be had under the Act. Construction was begun on *Constitution*, *President*, *United States* and *Chesapeake* each of 44 guns and *Congress* and *Constellation* of 36 guns. (Later, the battery of *Chesapeake* was changed to 36 guns.)

Under the 1795 treaty of peace with Algiers, work was suspended on the ships. However, a new Act passed in 1796 directed the completion and equipment of three of the frigates. *United States*, launched on 10 Jul 1797, went to sea on 13 Jul 1798, Cap-



tain John Barry in command; *Constitution*, launched 21 Oct 1797, took to sea on 22 Jul 1798 under Captain Samuel Nicholson; and *Constellation*, launched 7 Sept 1797, went to sea 26 Jun 1798 under Captain (Commodore) Thomas Truxtun.

These ships marked the beginning of the permanent U. S. Navy.

should be solid, sensible types of vehicles in excellent mechanical condition. Garage facilities and parts are extremely limited. Heavy tires, snow tires, and chains are advisable, and it is highly recommended that the car be undercoated before shipment. Gasoline is available for about 20 cents a gallon.

Incidentally, Adak contains approximately 125 miles of roads, with most of them in good repair. Busses on regular schedules cover the major parts of the station area.

● **Personal Effects.** Alaska is not a perennial icebox, and your present wardrobe, with some additions, should prove adequate. The over-all emphasis should be on fall clothing, because the summer is rarely hot and the winter rarely cold. The average year-round temperature might be compared with autumn. A warm overcoat is a necessity, as are heavy-soled walking shoes, raincoat and galoshes. Heavy clothing is not needed for daily routine, but sessions at the Ski Lodge make it advisable to bring woolen suits, sweaters, woolen socks, warm gloves, woolen scarves and earmuffs.

For a child, a ski suit is an ideal garment.

Generally speaking, the accent is on informal dress. However, evening gowns and dinner jackets are desirable for occasional formal parties.

● **School.** Schooling on Adak extends from kindergarten through the 12th grade, with the school being administered by the Territory of Alaska Department of Education. The school building is new, near the housing area, and served by Navy busses. Diplomas issued by the high school are acceptable in any state institution of higher learning in the continental U. S. Courses not offered by the high school may be obtained from the Extension Division of the University of Nebraska, and studied under supervision of accredited high school teachers. The degree of supervision is variable, depending on availability of teachers, and may be entirely lacking in some subjects.

Although the quality of instruction in the school is generally excellent, the depth of instruction for high school students (especially juniors and seniors) is limited, since there are only two teachers for the four high school grades. Parents of



"I can't let you have emergency leave for your grandmother's funeral again this week Smith . . . but I must say . . . you gave a sterling performance."

students in this category, particularly of those who will graduate during their tour at Adak, should carefully consider the advisability of bringing them to Adak as against leaving them in a stateside school.

It should also be pointed out that students transferring to Adak during the school year run the risk of losing credits in the event that courses they have been taking are not available at Adak.

● **Churches.** Both Protestant and Catholic chaplains are assigned to Adak and regular religious services are held. Bus transportation is available for those wishing to attend.

● **Medical and Dental Care.** Medical facilities for dependents include a general medical clinic and a maternity clinic. Dependents under special medical care are advised, however, that there are no specialists on Adak. Emergency medical care is available at all times, and house calls are made by the station doctors when necessary. Dependents having optical difficulties should equip themselves with glasses and make arrangements for replacement before leaving the U. S.

Dependent dental care is available on an emergency basis only.

● **General.** A Navy post office offers money order and parcel post services, while a tailor shop, cobbler shop, Navy Exchange and Commissary Store are also available. The Commissary is well-stocked and has both baby food and milk. Branch bank facilities are also available.

● **Recreation.** Recreational facilities at Adak are varied, with the village gymnasium issuing gear for the

following sports: basketball, softball, badminton, boxing, wrestling, track, skiing, rifle, and fencing. Bowling alleys and a rollerdrome are located in the gymnasium. A swimming pool is located in the Bering Recreation Center, offering year-round swimming. The Fletcher Library boasts more than 14,000 volumes, ranging from fiction to highly technical works. The local theater offers nightly movies. An enlisted men's club, known as Club Bayview, is open to all enlisted personnel and their guests. Package privileges exist at all clubs.

Another popular activity is the hobby shop, offering equipment and supplies for leathercraft, model-building, textile painting and many other hobbies.

A ski lift and ski lodge are located some five miles from the base.

Candidates At Naval Prep Selected for NROTC Program

Names of 68 Navy Fleet candidates who have passed all phases of the 1955 competition for entry into the Naval Reserve Corps have been announced.

Final selections were made from those who have been attending the Naval Preparatory School, Bainbridge, Md., since May. They have been receiving an academic refresher course to prepare them for their entry into college this fall.

The successful candidates will be given a four-year college education with government assistance and will be commissioned as officers of the Navy or Marine Corps upon graduation.

They will be discharged from their enlisted status in order to accept appointments as midshipmen, USNR, and will be ordered to one of the 52 colleges and universities having NROTC units.

Each year, nominations are received from all commands, commencing 1 August. Deadline date for nominations to be received in the Bureau for 1956 is 19 October.

If you are considered qualified, your commanding officer will receive a copy of your Navy College Aptitude Test before the national test to be held on 10 Dec 1955. Details of the program may be found in BuPers Inst. 1111.4B, described in the September 1955 issue of ALL HANDS.

Schools in Field of Naval Aviation For Officers, Enlisted Men

IN THE AUGUST 1955 issue of ALL HANDS, a list of the Navy's schools established in shore-based training facilities and under the management control of this Bureau was presented. Here, you will find those schools and courses for officers and enlisted personnel which are under the cognizance of the Naval Air Technical Training Command, as listed in the official 1955 *Bulletin*.

Training begins with the recruit and progresses to the point where it includes fleet-experienced technicians who enroll in various schools and courses for refresher training and advanced instruction in their technical specialty. In addition to classroom work, there are periods devoted to practical laboratory and shop practice.

Naval Air Technical Training is tied to the flexibility of aerial warfare and is in reality an adjunct of the Fleet. Adaptability to the constantly changing needs of the Fleet has kept Naval Air Technical Training standards high since its inception.

Today, the headquarters of the Naval Air Technical Training Com-

mand is based aboard NAS Memphis, Tenn., and has Technical Training Centers and Units at strategic locations from coast to coast. The classes of schools follow a similar plan to those described in the August issue:

• **Class P schools**—The only Class P schools in Naval Air Technical Training are the Airman Schools, located at NAS Jacksonville, Fla., and at Norman, Okla. These schools provide the trainee with the basic knowledge common to all naval aviation ratings, and fit the man to the job for which he is best suited, subject to the needs of the service.

• **Class A schools**—In general, these schools provide the basic knowledge of the skills required for technical duties of the lower petty officer rates. The curricula are based upon the qualifications set forth in NavPers 18068, *Manual of Qualifications for Advancement in Rating*.

• **Class B schools**—They equip naval aviation personnel with information required for advancement to PO1 and CPO. Curricula include all technical qualifications as required by NavPers 18068.

• **Class C schools**—They train personnel in a particular technique or on a specific item. The curricula do not include the full requirement for advancement in rating.

• **Class C courses**—These schools train personnel in a particular equipment or skill requirement of a rating to meet service needs. They are usually integrated administratively with one of the regular B schools.

• **Class O schools** (for officers)—While the majority of schools are directed to the preparation of enlisted personnel, several schools and courses are conducted primarily for officers to fill specialized technical aviation billets. In addition to providing technical information, officers are trained to supervise and administer training programs for enlisted personnel within their technical field. However, any school within the Naval Air Technical Training Command is open to naval officers.

Convening dates are published monthly by CNATechTra Notice to all holders of the Naval Air Technical Training Command Bulletin. This notice gives convening dates of all schools for the next three months.

TYPE OF TRAINING	LENGTH OF COURSE	ENTRANCE REQUIREMENTS	LOCATION
CLASS A SCHOOLS			
Aviation Bootswain's Mate	16 wks.	Mech score of 50, or MK Mech score of 50. 24 months' obligated service. Waves ineligible.	Philadelphio, Po.
Air Controlman	12 wks.	ARI and GCT score totaling 110. 24 months' obligated service.	Olothe, Kon.
Aviation Mochinist's Mate	14 wks.	ARI plus Mech totaling 105, or ARI plus MK Mech totaling 105. 24 months' obligated service. Waves ineligible.	Memphis, Tenn.
Aviation Electrician's Mate	22 wks.	GCT plus Mech scores totaling 105, or GCT plus MK ELECT scores totaling 105. 36 months' obligated service. Waves ineligible.	Jacksonville, Fla.
Aerogroher's Mate	14 wks.	GCT ond ARI of 110; clerical score of 50. 24 months' obligated service.	Lokehurst, N. J.
Aviation Storekeeper	12 wks.	GCT and ARI score of 105. 24 months' obligated service.	Jacksonville, Fla.
Aviotion Structurol Mechanic	14 wks.	ARI plus Mech totaling 105, or ARI plus MK Mech of 105. 24 months' obligated service. Waves ineligible.	Memphis, Tenn.
Aviation Ordnonceman	14 wks.	GCT plus Mech scores totaling 105, or GCT plus MAT scores totaling 105. 24 months' obligated service. Waves ineligible.	Jacksonville, Flo.
Aviation Electronics Technician	28 wks.	GCT and ARI scores totaling 115, or Mech or MK ELECT score of 55. Mech or MK ELECT for Waves is reduced to 40. 36 months' obligated service. Eligible rates: AA/AN, ALAN, AL3 ond AL2.	Memphis, Tenn.
Photographer's Mate	14 wks.	GCT and ARI scores totaling 105. 24 months' obligated service.	Pensocola, Fla.
Parachute Rigger	15 wks.	GCT plus Mech scores totaling 105, or GCT plus MAT scores totaling 105. 24 months' obligated service.	Lakehurst, N. J.

TYPE OF TRAINING	LENGTH OF COURSE	ENTRANCE REQUIREMENTS	LOCATION
Trademan	20 wks.	GCT plus ARI totaling 110 and a Mech score of 55, or GCT plus ARI totaling 110 and a MAT score of 55. 24 months' obligated service. Mech and MAT score requirements for Waves is reduced to 40 each.	Memphis, Tenn.
CLASS B SCHOOLS			
Air Controlman	16 wks.	AC2 or equivalent Marine Corps rate or AC3 or Marine Sergeants who have completed the AC(A) School. 18 months' obligated service.	Olathe, Kans.
Aviation Machinist's Mate	24 wks.	AD2 and above, or equivalent Marine Corps rating. 24 months' obligated service. At least 18 months of present tour of sea or share duty and within three months of rotation. Waves ineligible.	Memphis, Tenn.
Reciprocating Power Plants	3 wks.		
Ignition	4 wks.		
Fuel Metering	3 wks.		
Propellers	3 wks.		
Jet Power Plants	6 wks.		
Helicopters	2 wks.		
Aviation Electrician's Mate	33 wks.	AE2 and above, and AE3s who have had 12 months in rate. At least 18 months of present tour of sea or share duty and within three months of rotation. 24 months' obligated service. Waves ineligible.	Jacksonville, Fla.
Aerographer's Mate	20 wks.	AG2 and above or equivalent Marine Corps ratings. 18 months' obligated service. Minimum GCT plus ARI score of 110 and a Clerical score of 50. USAFI GED Test (high school level) with score of 35, or a Navy Correspondence Course, 91220. Six months' minimum sea duty if serving on share duty.	Lakehurst, N. J.
Aviation Structural Mechanic	24 wks.	AM2 and above, and AM3s with 12 months in rate, or equivalent Marine Corps ratings. 24 months' obligated service. At least 18 months of present tour of sea or share duty and within three months of rotation. Waves ineligible.	Memphis, Tenn.
Aircraft Metals	5 wks.		
Welding	4 wks.		
Non-Metallic Materials	2 wks.		
Hydraulics	7 wks.		
Airframes, Oper. Maintenance	3 wks.		
Aviation Ordnanceman	25 wks.	AO2 and above, and AO3s with twelve months in rate, or equivalent Marine Corps ratings. 24 months' obligated service. At least 18 months of present tour of sea or share duty and within three months of rotation. Waves ineligible.	Jacksonville, Fla.
Aviation Electronics Technician	40 wks.	AL2, AT2 and above, and AT3s with twelve months in rate or equivalent Marine Corps rating, or rating that has technical knowledge equivalent to that of an AT2. Candidates other than ATs must be qualified for, and ask to transfer to AT rating. Must be recommended by commanding officer. Three years' obligated service. Minimum of two years' service since graduation from Class A School. At least 18 months' of present tour of sea or share duty and within three months of rotation. Waves eligible, exempt from sea duty requirement.	Memphis, Tenn.
Photographer's Mate	21 wks.	PH2 and above. 24 months' obligated service (Waves 18). 6 months' minimum sea duty. At least 18 months of present tour of sea or shore duty and within 3 months of rotation. Waves eligible, but restricted from inflight training.	Pensacola, Fla.
Trademan	36 wks.	TD2 and above, comparable Marine Corps rates, and other PO2s and above, with training device background. 24 months' obligated service. If now on share duty, must have had six months' minimum sea duty. Waves exempt from sea duty requirements.	Memphis, Tenn.
CLASS C SCHOOLS AND COURSES			
Aviation Storekeeper (Marines only)	6 wks.	GCT and ARI score of 105. 24 months' obligated service. Typing experience preferred.	Jacksonville, Fla.
Rawin Set Operator	5 wks.	AG2 and above, and EM of equivalent grade from other services. Recent radiosonde experience. 18 months' obligated service. If now on share duty must have had six months' minimum sea duty. Waves exempt from sea duty requirements.	Lakehurst, N. J.

THE BULLETIN BOARD

TYPE OF TRAINING	LENGTH OF COURSE	ENTRANCE REQUIREMENTS	LOCATION
Hydraulic Course	8 wks.	AM2 and above, and AM3s with 12 months in rate, or equivalent Marine Corps ratings. 24 months' obligated service. Waves ineligible.	Memphis, Tenn.
Aerological Electronic Maintenance	6 wks.	AL2, AT2 and above, and AT3s with 12 months in rate or equivalent Marine Corps rating, or AT2 equivalent. Must be recommended by commanding officer. Three years' obligated service. A minimum of two years' service since graduation from Class A School. 6 months' sea duty minimum requirement, except for Waves.	Memphis, Tenn.
Operational Flight Trainer	16 wks.	TD2 and above, comparable Marine Corps rates, and other PO2s and above, with training devices background. 24 months' obligated service. If on shore duty must have six months' minimum sea duty (except for Waves).	Memphis, Tenn.
Camera Repair	12 wks.	Rated personnel desirous of camera repair duty. If a PH(A) School graduate, must have completed one year's service since graduation. 18 months' obligated service. EM on shore duty must have 6 months' minimum sea duty (Waves excepted from this requirement).	Pensacola, Fla.
Catapult & Arresting Gear	11 wks.	Officers are selected by BuPers. Enlisted candidates must be aviation boatswain's mates 3rd class or above. 18 months' obligated service. EMs on shore duty must have six months' minimum sea duty and a minimum Mech score of 50, or MK Mech score of 50.	Philadelphia, Pa.
Catapult	7 wks.		
H2 and H4	3 wks.		
H-8	2 wks.		
C-11	2 wks.		
Arresting Gear	4 wks.		
Carrier Gasoline & Inert Gas Systems	6 wks.	Selected, aviation boatswain's mates 3rd class and above or equivalent Marine Corps rating. GCT and ARI combined score of 100. Meet visibility requirements. If on shore duty must have a minimum of six months' sea duty and have 18 months' obligated service. Officers selected by BuPers. Waves ineligible.	Philadelphia, Pa.
Ground Controlled Approach			
GCA Operator Phase	8 wks.	Certain Navy and Marine Corps aviators; qualified AC and enlisted Marine Corps personnel; 18 months' obligated service for EMs.	Olathe, Kan.
GCA Technician Phase			
CPN-4	18 wks.	Designated Electronics Maintenance Officers; AT3s and above who are graduates of Class A AT school, or equivalent. 18 months' obligated service.	Olathe, Kan.
MPN-5	18 wks.		
GCA Engineman Phase	10 wks.	EN3 or above. 18 months' obligated service. Must have completed 18 months' sea or shore duty, preferably within three months of rotation. Waves ineligible.	Olathe, Kan.
Instructor Training			
Instructor Course	4 wks.	Personnel selected for assignment to instructor duty.	Memphis, Tenn.
Instructor Course (C)	4 wks.		Jacksonville, Fla.
Supervisor Course	2 wks.		Memphis, Tenn., and Jacksonville, Fla.
Motion Picture Camera	14 wks.	Personnel 3rd class and above. If a PH(A) School graduate, must have completed one year's service since graduation. 18 months' obligated service. EM serving on shore duty must have six months' minimum sea duty. Waves exempt from sea duty.	Pensacola, Fla.
Oxygen Equipment	8 wks.	PR2 and above, or equivalent Marine Corps rating. 18 months' obligated service. If serving on shore duty must have a minimum of six months' sea duty.	Lakehurst, N. J.
Airborne CIC Operator Course (to be established about 28 Nov 1955)	7 wks.	AC or AL ratings destined for airborne CIC billets. 18 months' obligated service required.	Glynco, Ga.
Target Drone	9 wks.	Naval Aviators and Aviation Ground Officers. Must have electronics or aeronautical background, be not over 40 years of age. 20/20 vision uncorrected. AD2 and above. AT ratings should be graduates of AT(A) School. AMs must have welding experience. 18 months' obligated service. Six months' minimum sea duty. Waves ineligible.	El Centro, Calif.

TYPE OF TRAINING	LENGTH OF COURSE	ENTRANCE REQUIREMENTS	LOCATION
Naval Air Weapons System (Bomb Director Maintenance Course)	23 wks.	ATAN with one year fleet-experience or AT3 and above. Others eligible are Group IX candidates with preliminary electronic training for rate conversion in accordance with BuPers Inst. 1440.13. Candidates should be volunteers for course and change of rating to AQ and sign page 13 entry Service Record to that effect prior to transfer. Two years' obligated service.	Jacksonville, Fla.
Naval Air Weapons System (Aircraft Armament Control System, (General) Maintenance Course)	23 wks.	Same as above.	Jacksonville, Fla.
Naval Air Weapons Systems (Air Launched Guided Missiles (General) Maintenance Course)	23 wks.	Same as above, but ratings will be changed to GF.	Jacksonville, Fla.
Trodevmon (Moving Radar Targets Generator)	14 wks.	TD2 and above, comparable Marine Corps rates, and other PO2s and above, with training devices background. 24 months' obligated service. If now on shore duty, must have had six months' minimum sea duty. Waves exempt from sea duty requirements.	Jacksonville, Fla.
CLASS O SCHOOL Aircraft Maintenance	10 wks.	Officers of the naval aeronautical organization below the rank of commander.	Memphis, Tenn.
Aviation Electronics	33 wks.	Aviation ground officers or naval aviators of the ranks of Lieutenant and Lieutenant (junior grade). No previous engineering, mathematical or electronics background is required other than that required of a general service officer.	Memphis, Tenn.
Aviation Ordnance	10 wks.	Selected junior officers, unrestricted line, fulfilling qualifications established by the Chief of Naval Operations.	Jacksonville, Fla.
Combat Information Center	15 wks.	Officers selected by Bureau of Naval Personnel. Formal clearance for Secret material required.	Glenview, Ill.
Photographic Officers	21 wks.	Officers selected by the Bureau of Naval Personnel.	Pensacola, Fla.
Photographic Reconnaissance	21 wks.	Candidates must be designated Naval Aviators. Pilots will be trained in the VP phase unless jet qualified, since the VF phase is conducted in jet aircraft only.	Pensacola, Fla.
Naval Air Weapons System (Bomb Director Maintenance)	23 wks.	Aviation ground officers or naval aviators who have graduated from the AE(O) School or equivalent (AT(B) or certain electronic background).	Jacksonville, Fla.
Naval Air Weapons System (Aircraft Armament Control Systems (General) Maintenance)	23 wks.	Same as above.	Jacksonville, Fla.
Naval Air Weapons System (Air Launch Guided Missile (General) Maintenance Course)	23 wks.	Same as above.	Jacksonville, Fla.
Aviation Ground Officer (Indoctrination Course)	8 wks.	Aviation Ground Officers.	Jacksonville, Fla.
CIC School	15 wks.	Aviation Ground Officers and Naval Aviators.	Glenview, Ill.
CIC Officers' School (Advanced Air Control Course) (to be established about December 1955)	5 wks.	Graduates of Glenview or equivalent.	Glynco, Ga.
CIC Officers' School (Naval Air Observer Course) (to be established about November 1955)	For personnel destined for assignment in airborne CIC billets.	Glynco, Ga.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instruction and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 52—Announced approval by the President of the reports of selection boards which recommended officers of the Regular Marine Corps for temporary promotion to the grade of major general and brigadier general.

No. 53—Announced approval by the President of the reports of selection boards which recommended officers of the Regular Navy for temporary promotion to the grade of rear admiral in the Medical Corps, Supply Corps and Civil Engineer Corps.

No. 54—Announced approval by the President of the report of a selection board which recommended an officer of the Regular Navy for temporary promotion to the grade of rear admiral in the Chaplain Corps.

No. 55—Concerned the effective date of payment of per diem as established by Change 36 to *Joint Travel Regulations*.

No. 56—Announced approval by the President of the report of a selection board which recommended officers of the Regular Marine Corps for temporary promotion to the grade of colonel.

No. 57—States that free mailing privilege of military personnel serving in Korea or hospitalized outside continental United States as result of Korean service, is ended.

No. 58—Announced that a written request for ballot for Maine special election held 12 September, would be honored.

No. 59—Announced approval by the President of the report of a line

selection board which recommended officers in the Regular Navy and Naval Reserve for temporary promotion to the grade of captain.

No. 60—Announced the convening of staff corps selection boards to recommend temporary promotion of Regular Navy and Naval Reserve officers on active duty to the grades of captain and commander.

No. 61—Message by ADM Robert B. Carney to naval personnel upon the occasion of his retirement.

No. 62—Statement by ADM Burke on occasion of assuming position as Chief of Naval Operations.

No. 63—Requested cooperation with Red Cross in connection with flood disaster in Northeastern United States.

NavActs

No. 4—Announced details of the Reserve Forces Act of 1955 as applicable to personnel entering the naval service on and after 10 Aug 1955.

BuPers Instructions

No. 1001.21 — Provides information concerning retention on active duty and recall of enlisted Naval Reserve and Fleet Reserve personnel.

No. 1111.2C—Establishes the procedure for handling and administering the Navy College Aptitude Test to Navy and Marine Corps candidates nominated for the Naval Officers Training Corps.

No. 1111.4B—Concerns procedure for handling and administering Navy and Marine Corps examinations for the NROTC.

No. 1120.3C—Outlines the requirements and method of application for appointment of Naval Re-

serve medical and dental officers in the Medical Corps and Dental Corps of the Regular Navy.

No. 1120.20A — Invites applications for flight training from active duty enlisted naval personnel and describes procedures for submission of applications.

No. 1418.7B—Describes the system concerning service-wide competitive examinations and performance tests for advancement of enlisted personnel.

No. 1440.5A—Announces instructions regarding changes in rate, rating or rate symbols of enlisted personnel.

No. 4651.1—Establishes instructions which govern permanent changes of station under conditions which would result in more than one permanent change of station during a fiscal year.

BuPers Notices

No. 1552 (1 August)—Directed attention of eligible officers to the fact that subscriptions to the Naval War College Review automatically terminate with the June 1955 issue.

No. 1440 (3 August)—Noted changes in rating resulting from modification of the enlisted rating structure affecting Reservists and Fleet Reservists on active duty in AOF, FTG and ABA ratings.

No. 1710 (10 August)—Established procedures concerning fund raising activities in connection with the National Olympic Fund Drive and National Olympic Day, 22 Oct 1955.

No. 1050 (15 August)—Promulgated information concerning the 28th National Convention, Fleet Reserve Association.

No. 1000 (19 August) — Announced Change No. 1 to BuPers Inst. 1000.9, which is concerned with the administration of Army personnel performing duty with the Navy.

No. 1401 (19 August) — Announced selection of applicants for permanent appointment to the grade of ensign, Medical Service Corps, USN.

No. 1111 (24 August)—Provided information concerning the selection of enlisted personnel on active duty in the Navy and Marine Corps for appointment as midshipmen in the NROTC program for the class entering school in the fall of 1956.



"Ok Smith . . . Stop goofin' off and get back to work!"

Identification Tags Will State Religious Preferences

Religious preferences of all Armed Forces personnel will be spelled out on their identification tags in the future instead of being designated by a single letter.

Two identification tags, giving name, service number, blood type and religious preference, are issued to all service personnel. In the future, wherever space permits, the religious preference of the individual will be spelled out on the tag. When it is impracticable to spell out the religious preference, abbreviations will be issued.

At present religions of Armed Forces personnel are indicated on the tags with the letter "P" for Protestant, "C" for Catholic and "J" for Jewish. The letter "X" has been used to denote other religions and the letter "Y" is now used when personnel do not desire to have a religious preference indicated.

The decision to spell out religious preferences was made to identify more appropriately members of faiths which have previously been included in the "P" or "X" category. The principal reason for denoting religious preferences on identification tags is to assure that chaplains, in emergency, have a clear knowledge of an individual's faith to see that appropriate last rites are administered.

Personnel coming into the service in the future will have their religious faith identified on the tags according to the new plan. Tags already issued will not be called in. However, those now in the service who desire to have their faith designated in full may make arrangements for new identification tags.

Special Clothing Allowance Set Up for EM Recruiters

—A supplementary clothing allowance has been established for all enlisted personnel reporting to a normal tour of recruiting duty subsequent to 1 Jul 1955, with provisions being made for certain men and women already serving on recruiting to collect the new allowance.

Upon assignment to a normal tour of recruiting duty Waves and CPOs will qualify for an extra allowance of \$80. Men in pay grades E-6 and below will receive \$50.

A Letter from a Navy Veteran, Ten Years After WW II

A few days after Pearl Harbor, a certain young man shut the doors of his small business on the West Coast to enlist in the Navy. With World War II at an end, he received his honorable discharge in 1945 as a chief petty officer.

Years passed. His resumed business was highly successful. The former Navyman, now not quite so young as he had been, thought quite a bit about his experiences during the war and in the Navy. Not long ago he wrote a letter to the Chief of Naval Personnel:

Dear Sir:

I am writing to ask you if it would be at all possible for me to return my Navy pay earned during World War II. I am now nearly 42 years old and fully realize that it was a privilege for me to serve this Republic. This wonderful country has been extremely good to me and I owe it more than it owes me.

If the above is possible, please advise me. I can afford to repay it at \$50 or \$100 per month. Also tell me how much I would owe, including everything.

Under no circumstances is any publicity to be given this.

His base pay amounted to nearly \$5000, his special pay and allowances to another \$4000. In informing him of this, and of the fact it would be possible to make such a refund, VADM J. L. Holloway, Jr., USN, said in part:

May I say that by its simple and

dignified sincerity, your letter released in this Bureau a renewed faith in the natural goodness of man. It also seemed to bring alive an old-fashioned and almost forgotten virtue—the loyalty and love of country which prompts a man to regard his service to this free land of ours as a privilege rather than an irksome duty.

May I suggest two alternatives which may not have occurred to you? One is a scholarship plan for deserving sons or daughters of Navymen or perhaps to young men who might wish to prepare for a Navy career. You might also consider the Navy Relief Society as a possible recipient of a fund.

As the Chief of Naval Personnel, I wish to voice my admiration for you personally and the honor which you as a former member of the service have bestowed on the Navy.

The Chief of Naval Personnel also requested permission to tell the Navy about the gift, promising that no identifying details would be given. This is the reply:

Your scholarship plan sounds wonderful and I should like to contribute to it besides repaying Uncle Sam for the privilege of being in the U. S. Navy. Perhaps others would also like to contribute.

If you feel my letter would have effects for good, by all means use it (without my name, of course).

The first of his monthly checks was enclosed.

Those already on recruiting duty, with one year remaining on a normal tour of duty as of 1 Jul 1955, qualify for the allowance as do personnel currently and subsequently assigned to the Commandants of the 10th, 14th and 17th Naval Districts for duty in connection with recruiting.

QUIZ AWEIGH ANSWERS QUIZ AWEIGH IS ON PAGE 7.

1. (c) Officer in the U. S. Coast Guard.
2. (b) A line officer in the Merchant Marine.
3. (c) Molder.
4. (b) Group VII—Engineering and Hull.
5. (a) USS Willis A. Lee (DL 4).
6. (b) Frigate.

Legal Specialists Get New Officer Correspondence Course

A new officer correspondence course, *The Law Officer* (NavPers 10724), is now available at the Naval Correspondence Course Center. Enrollment in this course is restricted to special duty officers, law (1620, 1625). The course consists of nine assignments, and is evaluated at 18 Naval Reserve points credit. Satisfactory completion of this course provides promotion examination exemption in the subject of Military Justice for officers with designator 1620 or 1625 in the promotions from LT to LCDR and from LCDR to CDR.

Here's List of BuPers-Controlled Enlisted Instructor Billets

IF YOU'RE LOOKING for shore duty, the path to your goal may be shortened if you apply for instructor duty, especially in those ratings in which there are fewer shore billets.

There is a continuing need for qualified instructors at many training activities and, since the quality of training directly affects the performance of ships of the Fleet, commanding officers have been asked in BuPers Inst. 1306.22B to nominate all volunteers who qualify for instructor duty.

The instruction also sets forth the policy and procedure for the assignment of enlisted personnel to instructor duty in shore and Fleet shore training activities under the management control of this Bureau and of BuAer and BuMed. It also lists the types of schools or training commands, and a detailed list of BuPers-controlled instructor billets by area, school or training activity and the ratings desired for each activity.

You must possess the following qualifications to be eligible:

- Show an interest in training and a desire to serve as instructor.
 - Show evidence of leadership ability.
 - Have a clear record.
 - Be able to speak clearly.
 - Demonstrate an ability to work with others under supervision.
 - Have ability to exercise sound judgment.
 - Be military in bearing and deportment.
 - GCT of 55. Consideration will be given for waiving GCT scores under 55 if otherwise qualified candidates when waiver is recommended by commanding officer.
 - Be considered by your commanding officer as a good security risk.
- To be eligible to request assign-

ment to instructor duty in the continental limits of the United States, *you must meet the sea duty and other eligibility requirements for shore duty.* Applicants for instructor billets located outside the continental limits of the United States must meet the sea service and other requirements for overseas duty in accordance with the applicable current Fleet instructions. You must have three years' obligated service or agree to extend enlistment as necessary for the required obligated service to be eligible.

If you have completed 17½ or more years of active service you must, before transfer to instructor duty, execute an agreement in service record to remain on active duty as follows:

"In consideration of my being assigned to instructor duty I hereby agree that should my transfer to the Fleet Reserve be effected while serving on Instructor duty, I will remain on active duty for a period of 24 months from date of reporting to such duty unless my earlier release to inactive duty is directed by the Chief of Naval Personnel."

Sea duty in the Naval Air Mobile Training (NAMT) Program may not be counted in determining eligibility.

The normal tour of shore duty is three years unless you serve a two-year tour as described above.

Submit your request via your commanding officer direct to the Bureau (Pers B233d) using the Instructor Duty Request Card, NavPers 1247 (Rev. 6-53). If you are assigned to Class "B" Schools and certain other activities, you must be a graduate of the school or course concerned. You may list duty preference by area, school or broader preferences under "any instructor billet." Here are a couple of examples:

Duty Preferences

1. Washington, D.C.—NavScol IC"B"
2. Bainbridge, Md.—CruitTraComd
3. Great Lakes—NavScol IC"A"—NavScol EM"B"
4. "Any instr billet" located:
 - ☐ East Coast ☐ West Coast
 - ☐ Anywhere U.S.

Duty Preferences

1. San Diego—Flt Sonar School—CruitTraComd
2. San Francisco—NavScol Harbor Defense
3. Key West—Flt Sonar School
4. "Any instr billet" located:
 - ☐ East Coast ☐ West Coast
 - ☒ Anywhere U.S.

When only area preferences are indicated, you are assured of getting one of the areas listed when your name comes up. Listing one of the broad preferences normally reduces the waiting period.

The Chief of Naval Personnel assigns personnel directly to all BuPers-controlled instructor billets. These billets are included in the following type schools or training commands under the management control of BuPers, BuAer and BuMed:

- Class "A," "B," "C," "P" Schools and functional training activities
- Recruit Training Commands
- Naval Retraining Commands
- Officer Candidate Schools
- Officer Technical Schools
- NROTC Units
- Honor Naval Schools
- Merchant Marine Academies
- Aviation Schools under Commander, NATTC
- Fleet Training Centers
- Fleet Sonar Schools
- Fleet Air Defense Training Centers
- Fleet Gunnery Schools

Here's the list of BuPers controlled instructor billets with eligible ratings.

AREA	SCHOOLS OR TRAINING ACTIVITIES	RATINGS ELIGIBLE AS INSTRUCTORS
• FIRST ND Portsmouth, N. H.	Naval Retraining Command	QMC, QM1, YNC, YN1, CSC, CS1, SHC, SH1, JOC, JO1, PIC, P11, MUC, MU1, MMC, MM1, ENC, EN1, BTC, BT1, FPC, FP1, DCC, DC1, PHC, PH1, BMC, BM1, BM2, GMC, GM1, GM2
Davisville, R. J.	Naval Construction Training Unit	BMC, BM1, GMC, GM1, SVC, SV1, CEC, CE1, CDC, CD1, CMC, CM1, BUC, BU1, SWC, SW1, UTC, UT1
Newport, R. I.	Commissaryman (A), Disbursing Clerk (A), Storekeeper (A), Torpedoman's Mate (A), Commissaryman (B), Storekeeper (C-1), Torpedoman's Mate (C-1), NavScol Officer Candidate, NavScol Officer Communications, NavScol Torpedo Officers, Fleet Training Center, NavScol Justice	BMC, BM1, QMC, QM1, TMC, TM1, YNC, YN1, SKC, SK1, DKC, DK1, CSC, CS1, MMC, MM1, ENC, EN1, BTC, BT1, EMC, EM1, MEC, ME1, DCC, DC1, TDC, TD1, HMC, HM1, RDC, RD1, RD2, RD3, SOC, SO1, SO2, GMC, GM1, GM2, FTC, FT1, FT2, RMC, RM1, RM2

AREA	SCHOOLS OR TRAINING ACTIVITIES	RATINGS ELIGIBLE AS INSTRUCTORS
● THIRD ND Bayanne, N. J.	NavScol Salvage	BMC, BM1, ENC, EN1, MEC, ME1, FPC, FP1, DCC, DC1, (All qualified divers)
Brooklyn, N. Y.	NavScol Cryptographic Repair (C-1)	TEC, TE1 (Qualified in Crypta Repair)
● FOURTH ND Lakehurst, N. J.	Naval Air Technical Training Unit,	PRC, PR1, AGC, AG1
Philadelphia, Pa.	Bailerman (A), Damage Controlman (A), Bailerman (B), NavScol Atomic Defense, NavScol Fire Fighting, NavScol Reinforced Plastic Emergency Pipe Repair, Naval Air Technical Training Unit	BMC, BM1, ETC, ET1, MMC, MM1, ENC, EN1, BTC, BT1, EMC, EM1, MEC, ME1, DCC, DC1, ABC, AB1
● FIFTH ND Bainbridge, Md.	Fire Control Technician (A), Gunner's Mate (A), Personnel Man (A), Radioman (A), Teleman (A), Yeaman (A), Yeaman (B), Naval Hospital Corps School, Recruit Training Command, NavScol Steward Apprentice (Class P), Naval Dental Technician School, Personnel Man (C-1)	BMC, BM1, QMC, QM1, RDC, RD1, SOC, SO1, TMC, TM1, GMC, GM1, FTC, FT1, ETC, ET1, IMC, IM1, TEC, TE1, PNC, PN1, SKC, SK1, SHC, SH1, DMC, DM1, MMC, MM1, ENC, EN1, MRC, MR1, BTC, BT1, EMC, EM1, ICC, IC1, FPC, FP1, BUC, BU1, SWC, SW1, SDC, SD1, RMC, RM1, RM2, YNC, YN1, YN2, MEC, ME1, ME2, HMC, HM1, HM2, DCC, DC1, DC2, DC3, DTC, DT1
Norfolk, Va.	Pipe Fitter (A), Metalsmith (A), Radioman (A), Radioman (A), Instructors (C-1), Motion Picture Operator (C-1), Naval Hospital Corps School, Naval Retraining Command, Fleet Training Center, NavScol AC & R (C-1), NavScol Compressed Gases (C-1), NavScol Teletype Maintenance (C-1)	QMC, QM1, ETC, ET1, TEC, TE1, YNC, YN1, PNC, PN1, MMC, MM1, MRC, MR1, BTC, BT1, FPC, FP1, CEC, CE1, BUC, BU1, UTC, UT1, AOC, AO1, SOC, SO1, SO2, FTC, FT1, FT2, ENC, EN1, EN2, EMC, EM1, EM2, MEC, ME1, ME2, HMC, HM1, HM2, BMC, BM1, BM2, BM3, RDC, RD1, RD2, RD3, GMC, GM1, GM2, GM3, RMC, RM1, RM2, RM3, ICC, IC1, IC2, IC3, DCC, DC1, DC2, DC3, TDC, TD1, TD2, TD3
Yorktown, Va.	NavScol Mine Warfare	BMC, BM1, QMC, QM1, ENC, EN1, TMC, TM1, TM2, MNC, MN1, MN2, ETC, ET1, ET2, EMC, EM1, EM2
Dam Neck, Virginia Beach, Va.	Fleet Air Defense Training Center, NavScol Guided Missiles	ETC, ET1, FTC, FT1, FT2, GSC, GS1, GS2, RDC, RD1, RD2, RD3, GMC, GM1, GM2, GM3, RMC, RM1, RM2, RM3, TDC, TD1, TD2, TD3
● SIXTH ND Charleston, S. C.	Fleet Training Center	QMC, QM1, RDC, RD1, SOC, SO1, GMC, GM1, RMC, RM1, MMC, MM1, ENC, EN1, BTC, BT1, EMC, EM1, MEC, ME1, FPC, FP1, DCC, DC1, DC2, BMC, BM1
Key West, Fla.	Fleet Sonar School, NavScol Advanced Undersea Weapons, NavScol Underwater Swimmers	BMC, BM1, RDC, RD1, TMC, TM1, GMC, GM1, FTC, FT1, ETC, ET1, EMC, EM1, MEC, ME1, FPC, FP1, AEC, AE1, HMC, HM1, SOC, SO1, SO2
Jacksonville, Fla.	Naval Air Technical Training Center	ADC, AD1, ATC, AT1, AOC, AO1, GFC, GF1, AQC, AQ1, ABC, AB1, AEC, AE1, TDC, TD1, AKC, AK1
Pensacola, Fla.	Naval Air Technical Training Unit	ATC, AT1, AEC, AE1, PHC, PH1
Memphis, Tenn.	Naval Air Technical Training Center	ADC, AD1, AOC, AO1, AEC, AE1, AMC, AM1, AGC, AG1, TDC, TD1, ATC, AT1, AT2, ABC, AB1, AB2
● EIGHTH ND Norman, Okla.	Naval Air Technical Training Center	ADC, AD1, ATC, AT1, AOC, AO1, ABC, AB1, AEC, AE1, AMC, AM1, PRC, PR1, ACC, AC1, AGC, AG1, TDC, TD1, AKC, AK1, PHC, PH1, DMC, DM1
● NINTH ND Great Lakes, Ill.	Boilerman (A), Electrician's Mate (A), Engineman (A), Electronics Technician (A), Fire Control Technician (A), Gunner's Mate (A), I. C. Electrician (A), Instrumentman (A), Journalist (A), Machinist's Mate (A), Opticalman (A), Electrician's Mate (B), Fire Control Technician (B), Gunner's Mate (B), Engineman (C-1), Electronics Technician (C-1), Instrumentman (C-1), Instructors (C-1), Opticalman (C-1), Steward Apprentice (Class P), Naval Dental Technician School, NavScol Electronics Maintenance, NavScol Electronics Officers, Naval Examining Center (Item Writer), Naval Hospital Corps School, Recruit Training Command	BMC, BM1, QMC, QM1, RDC, RD1, SOC, SO1, TMC, TM1, GMC, GM1, FTC, FT1, MNC, MN1, ETC, ET1, IMC, IM1, OMC, OM1, TEC, TE1, RMC, RM1, YNC, YN1, PNC, PN1, SKC, SK1, DKC, DK1, CSC, CS1, SHC, SH1, JOC, JO1, LIC, LI1, MUC, MU1, MRC, MR1, BTC, BT1, EMC, EM1, ICC, IC1, FPC, FP1, BMC, BM1, MLC, ML1, SVC, SV1, CEC, CE1, CDC, CD1, CMC, CM1, BUC, BU1, SWC, SW1, UTC, UT1, ADC, AD1, ATC, AT1, AQC, AQ1, GFC, GF1, MAC, MA1, AOC, AO1, ACC, AC1, ABC, AB1, AEC, AE1, AMC, AM1, PRC, PR1, AGC, AG1, TDC, TD1, AKC, AK1, HMC, HM1, SOC, SO1, PHC, PH1, GSC, GS1, ENC, EN1, EN2, MEC, ME1, ME2, DTC, DT1, DT2, DMC, DM1, DM2, DM3, MMC, MM1, MM2, MM3, DCC, DC1, DC2, DC3
Olathe, Kansas	Naval Air Technical Training Unit	ATC, AT1, ACC, AC1, AGC, AG1, TDC, TD1, ENC, EN1

THE BULLETIN BOARD

AREA	SCHOOLS OR TRAINING ACTIVITIES	RATINGS ELIGIBLE AS INSTRUCTORS
• ELEVENTH ND Son Diego, Calif.	Commissaryman (A), Communications Technician (A), Disbursing Clerk (A), Electrician's Mate (A), Engineman (A), Pipe Fitter (A), Fire Control Technician (A), I. C. Electrician (A), Metal-smith (A), Molder (A), Machinery Repairman (A), Pottermaker (A), Radioman (A), Storekeeper (A), Teleman (A), Yeoman (A), Yeoman (B), Metalworkers (C-1), Cryptographers (C-1), Instructors (C-1), Motion Picture Operator (C-1), Personnel Mon (C-1), Welding (C-1), Steward Apprentice (Class P), Naval Dental Technician School, Naval Hospital Corps School, Recruit Training Command, Naval Retraining Command, Fleet Air Defense Training Center, Fleet Sonar School, Fleet Gunnery School, Fleet Training Center, NavScol AC & R (C-1), NavScol Teletype Maintenance (C-1)	BMC, BM1, QMC, QM1, TMC, TM1, TEC, TE1, RMC, RM1, PNC, PN1, SKC, SK1, DKC, DK1, CSC, CS1, SHC, SH1, JOC, JO1, DMC, DM1, MMC, MM1, ENC, EN1, MRC, MR1, BTC, BT1, EMC, EM1, ICC, IC1, FPC, FP1, PMC, PM1, MLC, ML1, BUC, BU1, SWC, SW1, ATC, AT1, ABC, AB1, TDC, TD1, HMC, HM1, SDC, SD1, SOC, SO1, SO2, GMC, GM1, GM2, FTC, FT1, FT2, ETC, ET1, ET2, YNC, YN1, YN2, MEC, ME1, ME2, DCC, DC1, DC2, DTC, DT1, DT2, RDC, RD1, RD2, RD3, CTC, CT1, CT2, CT3
El Centro, Calif.	Naval Air Technical Training Unit	AEC, AE1, ADC, AD1, AD2, ATC, AT1, AT2, AMC, AM1, AM2, PRC, PR1, PR2
Pomona, Calif.	NavScol Guided Missiles	FTC, FT1, GSC, GS1, GS2
Port Hueneme, Calif.	NavScols Construction	BMC, BM1, GMC, GM1, SVC, SV1, CMC, CM1, SWC, SW1, UTC, UT1, CEC, CE1, CE2, CDC, CD1, CD2, BUC, BU1, BU2, DMC, DM1
• TWELFTH ND Vallejo, Calif.	NavScol Cryptographic Repair (C-1)	TEC, TE1 (Qualified in Crypto Repair)
Tiburon, Calif.	NavScol Net	BMC, BM1, MEC, ME1
Monterey, Calif.	Naval Postgraduate School	QMC, QM1, GMC, GM1, FTC, FT1, ETC, ET1, AGC, AG1, RDC, RD1, RD2, SOC, SO1, SO2
Treasure Island, San Francisco, Calif.	Damage Control (A), Electronics Technician (A), Radarman (A), Electronics Technician (B), Electronics Technician (C-1), Damage Controlman (Primory), NavScol Atomic Defense, NavScol Fire Fighting, NavScol Harbor Defense	BMC, BM1, SOC, SO1, GMC, GM1, FTC, FT1, MMC, MM1, ENC, EN1, BTC, BT1, ICC, IC1, MEC, ME1, FPC, FP1, HMC, HM1, RDC, RD1, RD2, ETC, ET1, ET2, EMC, EM1, EM2, DCC, DC1, DC2, DC3
Oakland, Calif.	NavScol Freight Transportation	BMC, BM1
• POTOMAC RIVER NAVAL COMMAND Washington, D. C.	Fire Control Technician (A), Lithographer (A), Fire Control Technician (B), Gunner's Mate (B), I. C. Electrician (B), Gunnery Officers Ordnance School, NavScol Music, NavScol Deep Sea Divers	BMC, BM1, FTC, FT1, GMC, GM1, MUC, MU1, MMC, MM1, ICC, IC1, MEC, ME1, DCC, DC1
Indian Head, Md.	NavScol Explosive Ordnance Disposal	BMC, BM1, TMC, TM1, MNC, MN1, AOC, AO1, PHC, PH1, GMC, GM1, GM2
Bethesda, Md.	Naval Dental Technician School	DTC, DT1
• SEVERN RIVER NAVAL COMMAND Annapolis, Md.	Naval Academy	BMC, BM1, QMC, QM1, ETC, ET1, RDC, RD1, RD2, SOC, SO1, SO2, GMC, GM1, GM2, FTC, FT1, FT2
• TENTH ND Guantanamo, Cuba	Fleet Training Center	RDC, RD1, RD2
• FOURTEENTH ND Pearl Harbor, T. H.	Fleet Training Center	BMC, BM1, QMC, QM1, TMC, TM1, FTC, FT1, ETC, ET1, TEC, TE1, RMC, RM1, MMC, MM1, MRC, MR1, EMC, EM1, ICC, IC1, HMC, HM1, RDC, RD1, RD2, SOC, SO1, SO2, GMC, GM1, GM2, TDC, TD1, TD2, DCC, DC1, DC2, DC3

NOTE: Personnel assigned to "Class "B" Schools are normally required to be a graduate of the school concerned. This also applies to following schools: NavScol AC & R (C-1), NavScol Advanced Undersea Weapons, NavScol Compressed Gases (C-1), NavScol Cryptographic Repair (C-1), NavScol Deep Sea Divers, NavScol Explosive Ordnance Disposal, NavScol Guided Missiles, NavScol Justice, NavScol Salvage, NavScol Teletype Maintenance (C-1), NavScol Underwater Swimmers.

NROTC UNITS

52 NROTC Units—QM, GM, FT, YN, SK (One of each rating pay grade E6 or E7)

HONOR SCHOOLS

Admiral Farragut Academy, Pine Beach, N. J.—QMC, GMC, ENC (One each)

Admiral Farragut Academy, St. Petersburg, Fla.—QMC, GMC, ENC (One each)

The Bolles School, Jacksonville, Fla.—QMC, GMC, ENC (One each)

MERCHANT MARINE & STATE MARITIME ACADEMIES

Maine Maritime Academy, Castine, Me.—GMC, FT1, YNC (One each)

Massachusetts Maritime Academy, Buzzards Bay, Mass.—GMC, FT1, YN1 (One each)

U.S. Merchant Marine Academy, Kings Point, N. Y.—BMC, GMC, GM1, GM2, FTC, FT1 (One each) YN1 (2)

New York State Maritime College, Ft. Schuyler, Bronx, N. Y.—GMC, FT1, YN1, YN3, (One each)

California Maritime Academy, Vallejo, Calif.—GMC, FT1, YN1

Eight New Correspondence Courses Ready for USN, USNR Officers

Eight new officer correspondence courses are now available at the Naval Correspondence Course Center:

• **Organization for National Security**, NavPers 10721, consists of five assignments and earns 10 points Naval Reserve credit. This course was originally titled *Navy Organization*, and earns the promotion examination exemptions announced for *Navy Organization*.

• **Air Navigation**, Part II, NavPers 10960, consists of eight assignments and earns 24 points Naval Reserve credits.

• **Photographic Interpretation**, NavPers 10958-A, consists of nine assignments and earns 18 points Naval Reserve credit. Officers who completed the earlier course, NavPers 10958, will receive additional credit for this course.

• **Combat Information Center**, NavPers 10952, consists of twelve assignments and earns 24 points Naval Reserve credit. This course is classified and is available only to active-duty personnel.

• **Operational Communications**, NavPers 10760 consists of six assignments and earns 12 points Naval Reserve credit. This course is classified and is available only to active-duty personnel. Applicants must have access to NWP 16 and NWIP 16-1, as texts are not supplied with this course.

• **Operational Tactics**, NavPers 10761, consists of eight assignments and earns 16 points Naval Reserve credit. This course is classified and is available only to active-duty personnel. Applicants must have access to ATP 1, as the text is not supplied with the course.

General Communications, NavPers 10916-A. 7 assignments. 14 points Naval Reserve credit. Reserve officers who completed the earlier

course, NavPers 10916, may receive additional credit for this course.

Surveys, Drawings, and Specifications, NavPers 10754. 3 assignments. 6 points Naval Reserve credit. This course is available only to officers of the Civil Engineer Corps.

Application for enrollment should be made on form NavPers 992 forwarded via official channels to the Naval Correspondence Course Center, Building RF, U.S. Naval Base, Brooklyn 1, New York.

Course on Lab Techniques Ready for Medics and Dentists

The Medical Department correspondence course in clinical laboratory procedure has been revised and is now available at the U. S.

Naval Medical School and the U. S. Naval Dental School. The new course, *Clinical Laboratory Procedures* (NavPers 10994), is designed to furnish officer and enlisted personnel of the Medical Department with a concise guide and a ready reference.

The revision is an objective question type course consisting of eight assignments. It is evaluated at 24 Naval Reserve points credit.

Application for enrollment should be made on form NavPers 992 (making the appropriate change in the "To" line), forwarded via official channels to the U. S. Naval Medical School, National Naval Medical Center, Bethesda 14, Maryland, or to the U. S. Naval Dental School at the same address.

Latest Enlisted Correspondence Courses Available

Twelve new Enlisted Correspondence Courses are now available to all enlisted personnel whether on active or inactive duty.

Applications should be sent to the U.S. Naval Correspondence Course Center, Bldg. RF, U.S. Naval Base, Brooklyn 1, N.Y., via

your commanding officer.

In most cases, you may be enrolled in only one correspondence course at a time.

The courses indicated by an asterisk are completely revised and may be taken for repeat Naval Reserve credit.

TITLE	NAVPERs	RATES APPLICABLE
*Quartermaster 2, Vol. 1	91286-1	QM, QMS
Chief Fire Control Technician, Vol. 1	91332	FTA, FTM, FTU, FTG
Chief Gunner's Mate	91357	GMM, GMT, GMA
*Commissaryman 3	91440-1	CSG, CSB, CSR, and strikers
*Commissaryman 1	91442-1	CSG, CSB, CSR
*Chief Commissaryman	91443-1	CSG, CSB, CSR
The U.S. Navy Shore Patrol	91468-1	All ratings
*Aviation Supply	91653-1	AB, ABG, ABU, AC, AD, ADE, ADF, ADP, ADG, AE, AEM, AEI, AK, AL, AM, AMS, AMH, AO, AOU, AOT, AOF, PR, TD, TDI, TDR, TDU, TDV, and strikers.
Handbook for Hospitalmen	91667	HM and strikers
Handbook for Hospital Corpsman 3	91668	HM
Handbook for Hospital Corpsman 2	91669	HM
Handbook for Hospital Corpsman 1 & C	91670	HM

Take in a Movie Tonight— Courtesy of Your BuPers Central Recreation Fund

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N.Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by

the program number. Technicolor films are designated by (T). Distribution of these films began in August.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and most overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds

out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. Plan and funds are under administration of Chief of Naval Personnel.

The Robe (333) (T): Biblical Drama; Richard Burton, Jean Simmons.

The Long Gray Line (334) (T): West Point Drama; Tyrone Power, Maureen O'Hara.

Three Ring Circus (335) (T): Comedy; Dean Martin, Jerry Lewis.

The Shrike (336): Drama; Jose Ferrer, June Allyson.

Female on the Beach (337): Drama; Joan Crawford, Jeff Chandler.

An Annapolis Story (338) (T): Drama; John Derek, Diana Lynn.

Underwater (339) (T): Adventure Drama; Jane Russell.

Heartbreak Ridge (340): War Drama; Documentary

Love Letters (341) (Re-issue): Drama; Jennifer Jones, Joseph Cotten.

Ain't Misbehavin' (342) (T): Comedy; Rory Calhoun, Piper Laurie.

Sabre Jet (343): War Drama; Robert Stack, Coleen Gray.

A Prize of Gold (344): Drama; Richard Widmark, Mai Zetterling.

Will Any Gentleman (345): Comedy; George Cole, Veronica Hurst.

Dial Red O (346): Murder Melodrama; Bill Elliott, Helene Stanley.

The Purple Mask (347) (T): Adventure; Tony Curtis, Colleen Miller.

Jezebel (348) (Re-issue): Drama; Bette Davis, Henry Fonda.

Marie Antoinette (349) (Re-issue): Drama; John Barrymore.

Spy Chasers (350): Comedy; Leo Gorcey, Huntz Hall.

Bachelor Mother (351) (Re-issue): Comedy; Ginger Rogers.

Escape to Burma (352) (T): Drama; Barbara Stanwyck, David Farrar.

Francis in the Navy (353): Comedy; Donald O'Connor, Martha Hyer.

Stranger on Horseback (354): Western; Joel McCrea, Mirolava.

The Adventures of Sadie (355): Comedy; Joan Collins, Kenneth More.

Tall in the Saddle (356) (Re-issue): Western; John Wayne.

Foxfire (357) (T): Drama; Jane Russell, Jeff Chandler.

HOW DID IT START

Panama Canal

For more than four centuries before the Panama Canal was carved through the Isthmus of Panama, sailors searched for a short cut between the Atlantic and Pacific oceans.

Vasco de Balboa, Hernando Cortes and other early Spanish explorers, as early as the 16th century, enthusiastically urged their government to dig a canal across the isthmus. Finally in 1523 Charles V of Spain started the ball rolling by ordering a survey made of the isthmus to determine the feasibility of such a canal. The results of the survey favored such a project but nothing concrete was ever done about it and seamen sailed through the Strait of Magellan for another 325 years before the gold rush in California stirred up interest in the U. S. for a short-cut between the two oceans.

The discovery of gold in California in 1848 and the resulting rush of would-be miners stimulated U. S. interest and desire for a canal across the isthmus. Various surveys made between 1850 and 1875 indicated that only two canal routes were practical—the route across Panama and a route across Nicaragua. In 1876 an international company was organized which two years later obtained a concession from the Colombian government to build a canal across the isthmus.

The international company was not successful and in 1880 a French company was organized to dig a canal. This organization spent eight years in an unavailing attempt to push a sea-level canal across the isthmus before going bankrupt in 1889. In 1894 the company was reorganized and recommended work on the canal.

In the meantime, U. S. interest in an Atlantic-Pacific canal continued to grow, and when the French company offered to sell out the U. S. was quick to accept their offer. A year later, the U. S. ratified a treaty with the Republic of Panama that granted to the U. S. the Canal Zone—a 50-mile strip of land between the Atlantic and Pacific oceans, extending roughly five miles on either side of the center line of the present day canal.

The U. S. began work on the canal on 4 May 1904 and it was opened for business



15 Aug 1914 to the cheers of sailors all over the world. The first self-propelled boat to pass through the canal was a crane boat which made the passage on 7 Jan 1914. Commercial traffic was inaugurated through the canal 15 Aug 1914 by the passage of the government steamship *Ancon*, carrying the Secretary of War and 200 guests. The passage took nine hours and 40 minutes. In its first year of operation 1317 ocean-going vessels passed through the canal.

The "Big Ditch" cut down the sailing time from New York to San Francisco by more than half. Ships sailing from New York via the Strait of Magellan to San Francisco traveled 13,135 miles. Via the Panama Canal it is 5262 miles—a saving of 7873 miles. From New York to Yokohama, Japan, via the Suez Canal it is 13,040 miles but via the Panama Canal it is 10,093 miles—a saving of 2947 miles.

Navy men sailing through the canal are sometimes confronted with a rather unusual phenomenon, for on some parts of the canal the sun appears to rise in the Pacific and set in the Atlantic. Contrary to popular belief, the canal does not run east and west but runs in a northwesterly-southeasterly direction. Balboa at the Pacific entrance is actually farther east than Cristobol at the Atlantic entrance—and for this reason, Navy men unfamiliar with the charts are a little confused when that evening sun starts to go down—in the Atlantic.

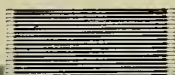
DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility..."

★ DYER, George C., RADM, USN, for the performance of service as Commander United Nations Blockading and Escort Force in Korea from 20 Jun 1951 to 30 May 1952. During this period, Rear Admiral Dyer successfully welded the naval forces of 10 countries, including those of the newly created Republic of Korea which were organized and trained under his direction into an effective fighting unit. The forces under his command blockaded enemy-held territory, provided fire support for ground forces, interdicted enemy communications, defended islands held by friendly forces, destroyed port and supply facilities and countered the extensive mining activities of the enemy.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States..."

★ GALLAHER, Wilmer E., CAPT, USN, member of the staff of Commander Naval Forces, Far East, from 16 Jul 1951 to 9 Jul 1953.

★ STREIT, Harold A., CDR, (MC) USN, member of the headquarters staff of the First Marine Division in Korea from 15 Sep to 15 Dec 1950. Combat "V" authorized.

Gold star in lieu of second award:

★ O'REGAN, William V., RADM, USN, Commander Cruiser Division 5 in Korea from 22 Nov 1952 to 28 Apr 1953. Combat "V" authorized.

★ SCHINDLER, Walter G., RADM, USN, Commander Cruiser Division 3, in Korea from 14 Jul to 27 Nov 1952 and from 26 Apr to 27 Jul 1953. Combat "V" authorized.

Gold star in lieu of third award:

★ BIGGS, Burton B., RADM, USN, Commander Service Squadron 3 and Commander Task Force 90 in Korea from 29 Feb to 21 Nov 1952. Combat "V" authorized.



MEDAL OF HONOR

LTJG JOHN K. KOELSCH, USN, is the first Navy helicopter pilot to be awarded the Medal of Honor. The award was made posthumously for his heroic rescue of a Marine aviator shot down behind enemy lines in Korea.

Without fighter plane escort, Lieutenant Koelsch voluntarily lowered his helicopter through an almost solid overcast below mountain peaks and into intense enemy fire, which struck his aircraft once, to locate Major (then Captain) James V. Wilkins, Marine aviator who had been shot down and was suffering from serious burns on the legs and arms.

While the injured flier was being hoisted into the copter, it was struck by enemy fire and crashed on the

side of the mountain. Koelsch extricated his crewman, George Milton Neal, AD3, USN, and Wilkins from the wreckage. He led them from the area, gave all possible medical aid to the burned pilot, and succeeded in evading the enemy troops for nine days before the group was captured. Lieutenant Koelsch later died in a North Korean POW camp.

Lieutenant Koelsch volunteered for Korean rescue duty with Helicopter Squadron two, which operated from an LST in Wonsan harbor. He previously had participated in other rescue missions as a helicopter pilot aboard the aircraft carrier USS *Princeton* (CVS 37) in Korean waters.

★ STONE, Earl E., RADM, USN, Commander Cruiser Division 1 and as Commander Task Group 77.1 in Korea from 16 Aug to 6 Jun 1952. Combat "V" authorized.

Gold star in lieu of sixth award:

★ SANDERS, Harry, RADM, USN, Commander Cruiser Division 1, in Korea from 27 Feb to 27 Jul 1953. Combat "V" authorized.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy..."

★ BEACH, John L., SN, USN, for heroic conduct in connection with a rescue on 5 Jul 1954, Sasebo Harbor, Japan.

★ BRETSCHER, Thomas J., RDSA, USNR, for heroic conduct in rescuing a shipmate from drowning in waters outside the Harbor of Keelung, Formosa, on 30 Jan 1955.

★ FILEMAN, Henry, Jr., AO, USN, for heroic conduct in connection with a rescue on 14 Aug 1954, at Oceana, Va.

★ GRIFFIN, Herschel A., BM1, USN, for heroic conduct while serving on board the USS *Baldock* (APD 132) during the underway transfer of personnel on 8 Feb 1955.

★ TAYLOR, Bobby J., CN, USN, for heroic conduct in connection with a rescue in Subic Bay, Philippine Islands on the night of 9 May 1954.

★ TREBOR-MAC CONNELL, Barrie K., ENS, USNR, for heroic conduct in connection with a rescue off Sasebo, Japan on 17 Aug 1954.

★ WATERS, Jerry M., SA, USN, for heroic conduct in rescuing a shipmate from drowning in water outside the Harbor of Keelung, Formosa, on 30 Jan 1955.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations..."

★ POLK, Edwin W., LTJG, USNR, for heroic achievement in the Southwest Pacific Area on 25 Nov 1944. Combat "V" authorized.

★ TAYLOR, Donald E., HM, USN, for heroic achievement in Korea on 21 Sep 1950. Combat "V" authorized.

Gold star in lieu of second award:

★ KATZ, Benjamin, CAPT, USN, for meritorious achievement in the Western Pacific-Far Eastern Area from 6 Jul 1950 to 31 Aug 1951.

BOOKS

PLENTY OF GOOD SEA TALES IN THIS MONTH'S SELECTION

THREE SELECTIONS by the Bureau of Naval Personnel library staff for your reading pleasure this month tell how various aspects of World War II appeared to our opponents. All make exciting reading.

Commando Extraordinary, by Charles Foley, however, is more than just exciting. Insights into a special sort of warfare are explored through the example of Hitler's spectacular commando, Otto Skorzeny. Convinced that the best secret weapon was man himself, Skorzeny applied the theory of the individual mind against the well-trained soldier massmind to achieve such improbable feats as rescuing Mussolini from an embattled mountain-resort prison

(by glider, yet!) and kidnapping Admiral Horthy from Hungary in a carpet. The author applies his methods to comment on Allied chances missed, such as the 20 Jul 1944 assassination plot against Hitler which left the War Office in blind turmoil with Skorzeny blandly issuing orders that, for 36 hours, moved the German forces over the face of Europe. What, asks the author, would have been the result if an Allied agent had been in his place? Fortunately for the Allies, most of Skorzeny's ambitious projects were stifled by the German High Command. He didn't follow channels, they complained.

The Secret Raiders, by David Woodward, is a summary of the German merchant raiders, the Q-ships of WW II. It tells of these disguised marauders whose toll of Allied shipping was greater than all the German battleships and mines laid by the German Navy combined. The raiders sailed the seas of the world—the South Atlantic, the Pacific and the Indian Ocean—and they tied up Allied shipping and portions of the combat fleets for three years. However, they didn't have it all their own way. Two of them were lost in single-ship combats so fierce that, although they were sunk, their opponent went to the bottom with them.

Defeat at Sea, by C. D. Bekker, is somewhat more formal. The author, a former German naval officer, includes firsthand accounts of various U-boat operations and also tells the story of *Bismarck* and *Tirpitz*, and the Channel escape of *Scharnhorst* and *Gneisenau*. The book demonstrates the hopelessness of the German cause after the failure of the U-boat campaign of 1942, shows how Allied air power bottled up the German capital ships and how, after 1943, the ghost raiders found it almost impossible to operate because mother ships could no longer supply them with fuel.

Submariners will also take a personal pride in **Hellcats of the Sea**, by RADM Charles A. Lockwood and Hans C. Adamson. It's the story of "Operation Barney." Nine submarines, known collectively as the "Hellcats," in 1945 entered the Sea of Japan and with incredible luck

and daring sent to the bottom 70,000 tons of enemy shipping. This is their story and, as well, the story of the development of special sonar equipment which enabled the undersea forces to weave their way through the network of mine fields.

One other book of the sea, made available in your ship or station library several months ago, deserves special mention. A well-done tale of **Captain Cook and the South Pacific**, by John Gwyther, tells of the most remarkable voyage of *Endeavor* which lasted four years and opened up the mysterious South Pacific to England and the world, is the subject. The author also reveals Captain Cook as a humane, conscientious and competent sailor.

There are plenty of sea tales in Lowell Thomas' **Great True Adventures**, which range in time from the Bible and Julius Caesar's *Commentaries* to *Kon Tiki* and *Annapurna*. The places are world-wide. The subject is courage, daring—and luck.

Inside Africa, by John Gunther, is more localized. It covers only a continent. It is said that, in preparation for the writing of his book, Gunther traveled 40,000 miles, visited 103 localities and interviewed more than 1500 people. In any event, he succeeds in giving a comprehensive view of a continent four times the size of the United States—one as ancient as the pyramids and as modern as stainless steel and uranium. A readable book, crammed with facts as seen by the author, with human interest in his portraits of the leading figures of many of the countries, and lightened by his own experiences.

One of the fiction selections for the month is **Marjorie Morningstar**, by Herman Wouk, author of *The Caine Mutiny*. This time it's the portrait of the — almost — universal woman. He tells of the apparently smug, self-satisfied successful matron and the transition from her former self—starry-eyed about life and love and her own special genius.

Something unusual is **This is Goggle**, subtitled "The Education of a Father," by Bentz Plagemann. The father of the book comes home from the war and meets, instead of the pink-cheeked five-year-old son he left behind, a way ten-year-old stranger with scabby knees, a quick one-two punch and an unusual vocabulary. Magazine readers will recognize an old friend with delight.

SONGS OF THE SEA



A Cigar Is Man's Best Friend

'Twas off the blue Canary Isles, a glorious summer day,
I sat upon the quarter deck and whiff'd my cares away —
And as the volumed smoke arose, like incense in the air,
I breath'd a sigh to think in sooth, it was my last cigar.

Chorus:

It was my last cigar, it was my last cigar —
I breath'd a sigh to think in sooth, it was my last cigar.
I've seen the land of all I love fade in the distance dim,
I've watched above the blighted heart where once proud hope hath been;
But I've never known a sorrow that could with that compare,
When off the blue Canary Isles I smoked my last cigar.

FLYING THE ATLANTIC 1919



Not long ago, 12 U. S. jet planes left an air base in England on a routine deployment flight and landed in Texas some 10 hours later. The first successful flight across the Atlantic (by Navy pilots in Navy flying boats) was much different. It happened 36 years ago. Here's the story:

The first flight across the Atlantic was made in May 1919 by the NC-4, one of four seaplanes built, manned, and specially equipped for such a journey. Two of the planes, the NC-1 and NC-3, began the flight in company with NC-4 but were forced down at sea. The NC-2 had earlier been cannibalized to provide spare parts.

Included among members of the division were names which were to become very familiar to a later generation of Navymen. CDR John H. Towers, USN, was commander of the NC Division. (By his death earlier this year, the Navy lost one of its most courageous and far-sighted men.) The others on the flight have earned for themselves a special place in naval annals. LCDR Marc A. Mitscher, USN, was second in command of the NC-1. LCDR Richard E. Byrd, USN, who helped develop and try out the new-fangled navigation instruments used, flew to Trepassey on the NC-3. LCDR Albert C. Read, USN, was commanding officer of the successful NC-4, and LCDR P. N. L. Bellinger, USN, piloted the NC-1.

Sixty-eight destroyers had been strung across the ocean as "marker buoys," supported at 400-mile intervals by five battleships to act as weather stations. All these ships were to use smoke by day and searchlights by night, and as the planes passed overhead star shells were to be fired until a radio check-in from each plane had been received. Against the possibility of having to make forced landings on the sea, the flying boats were provided with bow flares to illuminate the surface. Among their special in-

struments they had not only a new type of bubble sextant but also a course and distance indicator.

Present-day Navy pilots might find the frequent mechanical failures, and the almost casual attitude toward such failures, to be of interest. Here are extracts from the reports, paraphrased for easier reading, of each of the commanding officers of the three planes. We start off with the account of CDR John H. Towers, USN, commander of the division, and flying in the NC-3.

WE HAD PLANNED to start for Trepassey at 5.30, but examination showed cracked propellers on both the NC-1 and NC-3. Because there were not sufficient hubs available on Baltimore, we were compelled to borrow hubs from the Canadian air station, and thus we were unable to depart on May 9. Trouble was also experienced with the starter gears, and it was necessary to change two starters.

Left the water at noon the following day and after traveling 38 miles, landed because of lack of oil pressure on pusher engine. The sea was comparatively smooth, although a long, low swell was running. After landing it was discovered that the starboard propeller was cracked and it would be necessary to return to Halifax. The seaplane left the water without difficulty and once in Hali-

From Annual Reports of the Navy Department, 1919, Appendix G, pp 216-232, Government Printing Office, 1920.

fax the starboard propeller was taken off, the center tractor placed on the starboard engine, and a new propeller placed on center tractor.

Left Halifax again and proceeded up the coast of Nova Scotia to Trepassey. Many icebergs were sighted, and as visibility was exceptionally good, there was no difficulty in picking out Trepassey Harbor.

Because of the strong wind and presumably rough air around Trepassey we decided to work off shore and to leeward and then make a long glide into the wind for landing, which required 40 minutes above the actual running time. Very rough air was encountered during the glide, but a normal landing was made just inside the harbor.

On May 16 all forecasts were favorable and at 15.00 a start was decided upon. The wind was still blowing across the harbor. After two failures to take off, a boat was called alongside and Lieut. Rhodes and our tube radio set were transferred to the boat. The third attempt was successful, seaplane leaving water at 22.00. The air was rough, but no real difficulties were encountered until dusk, when the cloudiness increased and visibility became rather poor. We turned on the running and interior lights, but after a very short time they began to fail individually, due to both filaments and fittings, and eventually all the running lights and most of the interior lights had gone out.

The moon rose at 00.19, and as it was rapidly becoming overcast I decided to go above the clouds so the pilots might use the moon and stars as reference points for altitude as the light on the instrument board had failed. At dawn, we realized that it would be necessary to get below clouds in order to pick up the destroyers, and we came down through a hole at 7.07, expecting to sight No. 14 destroyer. Found weather very hazy, visibility rather low.

Later we sighted on the starboard beam what was taken to be No. 15 destroyer. This was a surprise, as I believed that we were a little to the south of the course and had expected to pick her up on the port bow. Information received later from a reserve destroyer at Station No. 16 leads me to believe that the vessel sighted was another naval vessel on the way to the destroyer No. 15. Believing that I was considerably off course to north, I changed course 20° to southerly in order to pass within sight of No. 16 and pass over No. 17.

The weather became thicker and neither No. 16 nor No. 17 was sighted. Upon reaching the point which I believed was the beam of No. 17, the fog at the time being very thick, I changed course 10° to northward, which brought us on a course parallel to the line of destroyers. I hoped that visibility would improve sufficiently to enable me to sight either No. 18 or No. 19. I had sent a radio message at dawn to destroyers requesting

them to continue firing star shells and further requesting radio compass bearing signals. As far as I know, there was no response to these signals. It was discovered upon landing that the ground wire of the radio antenna was broken, and checking up with the destroyers it appears that this break occurred between destroyers No. 16 and No. 17.

As the Azores were approached the fog became thicker and thicker, and, still believing that I was to southward of course and fearing that seaplane might run into the mountains of Flores, I eased a little farther to the southward. Various altitudes were tried to avoid the fog, but it merged with the clouds, which most of the time extended very high and made flying at any altitude over 1000 feet very difficult.

At 13.05, while flying at an altitude of 1000 feet, I obtained a glimpse of the sun sufficiently long to take a quick observation. The air was very rough, and I did not place a great deal of faith on the accuracy of the observation, as the bubble of the aircraft sextant was pumping. I quickly worked out the sight and obtained a line of position. This line passed directly through the center of Pico, and I immediately changed course 60° to the northward, running up the line of position, with the hopes of perhaps sighting that mountain.

Shortly afterward the engineer officer came forward and reported that we had a scant two hours of fuel remaining. Being by no means sure of position, I gave this knowledge to the pilots and asked their opinion as to the advisability of landing and obtaining either radio compass bearing or sight, if the sun became visible, or both.

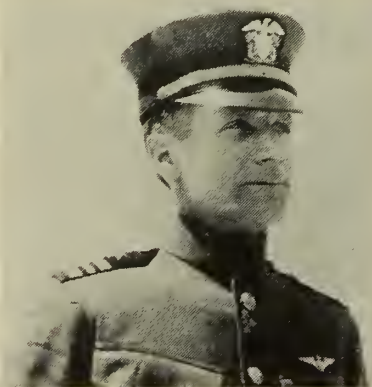
After an inspection of the surface we agreed that, lightly loaded as we were at this time, we could both land and take off. I sent out this information by radio, giving what I believed to be the approximate position of landing, then gave the signal, and we glided down through the fog. When too close to the water to put on the power without danger of striking a wave with full power on and thereby surely wrecking the seaplane, both the pilots and I realized that the sea was too rough.

We touched the top of a wave and jumped from that wave to the top of another, then slid down the face of the second one with high velocity and took the approaching wave with a very heavy blow. An examination of the plane showed the forward part of the hull above the water line badly split in many places, several longitudinal scratches, and considerable leakage. The center tractor

engine struts were badly bowed, making it impossible to run that engine.

I got another observation of the sun, and the radio officer got a bearing of *Columbia* which cross gave our position as 34½ miles southwest of the Island of Fayal.

The broken ground wire of the radio was remedied and the generator remounted on the



LCDR A. C. Read, USN.



CDR John N. Towers, USN.

frame of the port engine. This engine was run intermittently for several hours, and radio signals sent out, but it appeared that no one was listening in on our wave length. *Columbia* was only 40 miles away, her signals riding out the extremely bad weather.

During the afternoon the wind became so heavy I decided it was not possible to run the engine without grave risk to the seaplane, as the waves were striking the bow with great violence. Watches were set, stock of food and water taken, and preparations were made for riding out the extremely bad weather which was approaching.

Two canvas buckets which were aboard for emergency use were rigged as a sea anchor and served this purpose very well for a while. There were sufficient emergency rations aboard to last for several days, and a large quantity of water in the water systems of the engines. The tin of drinking water had been left at Trepassey because we decided that the radiator water would be drunk if necessary, and all efforts were being made to lighten the seaplane. The sandwiches which we took aboard at Trepassey had been almost entirely consumed and the small remainder had fallen in the bilge when the landing was made, along with almost everything else in the seaplane which was not tightly secured. There were a few cakes of chocolate aboard, and we subsisted almost entirely upon these during the 53 hours on the water. We soon learned that the emergency rations created a thirst which made it necessary to drink considerable quantities of the extremely unpalatable radiator water.

During the afternoon and evening of May 17 the seaplane was permitted to drift head to wind, a record of the courses was kept, and a mean course of approximately 110° true being made good. The wind increased in velocity during the evening of the 17th with occasional rain squalls. The early morning of the 18th the wind reached gale force, with hard rain, which lasted off and on all forenoon.

The sea had by this time become extremely heavy, and on the morning of the second day, the port wing pontoon was suddenly carried away. A watch station was immediately established on the starboard wing tip to give added weight to that wing in order that the port wing tip would be kept clear of the water at all hazards, and by very careful manipulation of the controls this result was accomplished more or less satisfactorily.

The high seas very shortly began to break the ribs of the lower plane and split the fabric, and as soon as the water began to collect inside the wings it became necessary to slit the fabric for drainage purposes.

At noon, the lower elevator was forced under water by an exceptionally high lift of the bow due to a steep wave, and this elevator was broken. It began to disintegrate, and, flying about on the wires, was a great menace to the whole tail structure and to the stern of the pontoon, until it was eventually swept completely off.

The hull was leaking badly and required much pumping. As the seas appeared to be more than the seaplane could stand very long, an experiment was tried of bringing the hose of the bilge pump to the lower connection of the oil tank and putting oil overboard. The drift of the seaplane, however, was so rapid that the oil slick was too far to windward to be of much real service, and the hose was replaced on the bilge pump.

In the afternoon, the top of the mountain of Pico was sighted. A fix showed us to be 35 miles from the



MECHANICS make last adjustments before flight. Wooden propellers cracked easily, necessitating replacement.

nearest point of the island of Pico. As the wind at this point was setting us in a direction clearing all of the islands, the advisability of taxiing up to Pico was discussed, but was given up as hopeless in view of the high seas and heavy wind, which wind at this time was blowing about 60 miles per hour.

Another attempt was made, however, to communicate by radio, and two signals were sent out. As the seaplane was nearly wrecked in the process we promptly stopped and tried to work toward San Miguel by taking advantage of every lull in the waves to head off a little and make a course slightly across the wind. This became more and more successful as the pilots gained experience.

By midnight of May 19, we realized that the best course which could be made would pass us well to the southward of Ponta Delgada. The heavy wind and seas continued throughout the night, and the starboard wing pontoon required constant tightening up of wires and bolts because of the heavy blows which it was receiving. By daylight, there was practically nothing left of the lower wings except the beams, heavy ribs between struts, and the starboard wing pontoon.

The wind about this time began to moderate slightly, continuing to blow from the WNW. A course was laid for the west portion of San Miguel.

The day before, we attempted to measure our speed by dropping a piece of broken rib at the stern of the hull and timing its passing the length of the hull, and I think very accurate speed estimates were obtained this way.

At 10.15 San Miguel was sighted and course was changed slightly more to the north to allow a margin in case the wind increased in velocity, thereby coursing us more to the southward. When seven miles off the harbor, the seaplane was sighted from shore, and a few minutes later the destroyer *Harding* came into sight standing out at full speed.

Although the seas were still running rather high and the starboard pontoon was on the point of collapse, her offer of assistance was refused as I was convinced we could make harbor by continuing to sail down to leeward and coming up under our own power.

A cross sea later swept off the starboard pontoon and while it dragged in the water, still being held by one of its wires, we were nearly capsized. The wreckage was eventually cut loose, and by keeping an officer ready on each side to run out on the wing, and using the three available engines which had been started, it was possible to more or less preserve a state of equilibrium,



GIANT NC-4, first plane to cross the Atlantic, is assembled. Sister plane was cannibalized for parts.

though the seaplane very nearly capsized twice again before reaching moorings.

A message had been sent by Aldis lamp to *Harding* to radio in for some punts or whaleboats to go under the wings when the engines were stopped, and these boats were standing by when we got into the harbor. Just before reaching the moorings a line was passed from a motor launch, and that boat ran the line to the moorings, to which we were eventually secured, at 18.30.

Next time you feel uncomfortably bored on your flight from Patuxent to Hendon, you might consider the palatability of radiator water. The account of the flight of NC-1 is understandably briefer than the others because the flight itself was shorter. Here's what happened, as told by LCDR P. N. L. Bellinger, USN.

CONSIDERABLE DIFFICULTY was experienced in attaining planing speed when attempting the getaway and the air was finally taken after porpoising on fairly good ground swells at the entrance to the harbor. Everything functioned satisfactorily and the course was followed as planned until forced to land.

The NC-1 operated independently, as the two other planes were so far in the lead at the start that they were soon lost to view, although in reality as we later learned, the greater part of the night the NC-1 was very near the NC-3, but the running lights of the NC-3 were not burning. No great difficulty was encountered during the night, although the conditions were not ideal.

At times the sky was completely overcast but for the moon which gave some light through the clouds. Navigation was not difficult under these conditions. The star shells fired by the destroyers were visible for a much greater distance than the searchlights, and on one occasion the star shells of one destroyer were visible when abeam of another. The flare buoys were used during the night, to get the drift, but in a slightly bumpy air when the course cannot be followed very accurately it is necessary to drop many of them.

At an altitude of 600 feet, and when destroyer No. 18 should have been sighted, the NC-1 ran into a very thick fog. Endeavored to climb out of it and at 2500 feet got above it for a few minutes, but soon was in it again. At 3500 feet got above fog for 20 minutes, then encountered more, which continued. The fog was so dense that the pilots had to fly with one hand, wiping goggles and instruments continuously with the other. It was very difficult to follow a given course, and on two occasions our course was unintentionally changed 180°. We could not see from one end of the plane to the other. A sextant altitude of the sun was taken about 11.50

and a line obtained, but due to the movement of the plane, caused by the uneven atmospheric condition, it was not sufficiently satisfactory to be relied upon.

Not able to see the water for two hours, we decided to come down through the fog in order to note conditions at low altitude. From 3200 feet passed through dense fog to an altitude of 75 feet, and found the visibility to be about half a mile and noted that the wind had shifted.

The air conditions at this altitude were very bumpy. We laid a course to compensate for this change of wind, but as the fog became more dense the question of landing and getting our position by taking radio compass bearings on destroyers appeared to be the best thing to do, as it was not known how much we were off our course.

We knew that we were in the near vicinity of the Azores with practically two-and-a-half hour's fuel, and the danger of crashing into one of the islands now presented itself. The situation was sized up, the water conditions appeared suitable, and when denser fog was encountered a radio message, requesting compass signals, was sent out, and at 13.10 landed, having been in the air 15 hours.

The weather conditions were considerably worse than was expected, the fog apparently causing the water to appear smoother than it really was. The plane took the water satisfactorily, porpoising twice, and ending up with a considerable shock, but apparently nothing gave way.

We realized at once that the water was entirely too rough to attempt to make a get-away. About a 22-mile wind was blowing, with a cross sea and a heavy swell. The maximum height of the waves was estimated to be 20 feet. The regular sea anchor was put over, but the wire cable parted almost immediately. A metal bucket with a hole in the bottom was then secured to a manila line and put over the bow. This assisted to a great extent in checking the sternway of the plane and in holding it up into the wind, but even with the drag of the bucket the plane drifted astern so rapidly that the trailing edge of the lower wings and the elevators often caught in the water and finally were broken away. About one hour after landing the right wing tip float was broken and carried away by a cross sea.

For four hours the battery radio set was used trying to call destroyers, but no answer was received. The generator set was slightly more successful, as the signals were evidently heard. The propeller of the center tractor motor produced a blast on the wind driven generator, but because of the waves, it was not considered advisable to run it at full speed. Consequently, the generator was not working at full capacity.

At one time while the center tractor was running, a cross sea caught the right wing, minus a float, and buried it to such an extent that the upper wing was also taken under water, breaking off the balance portion of its aileron. The motor was stopped and the weight of four men on the left wing finally righted the plane.

At 17.40 sighted a steamer heading on a course passing very near our position. We tried to taxi with the center tractor and head on course to intercept her track.

The steamer was seen to change course and head either toward or away from the plane. Shortly afterwards the fog closed in and the steamer was lost to view. Later she appeared coming through the fog, heading

for the plane and close aboard. The steamer was the ss *Ionia* en route from Hampton Roads, Va., to Gibraltar. The *Ionia* arrived alongside of the plane at 19.20. A lee was made, a boat lowered, and the crew of the NC-1 taken on board the *Ionia* an hour later.

USS *Gridley* [Which had arrived meanwhile] stood by the plane, later being relieved by other destroyers until the weather moderated. An attempt was made to tow it, but the weather again became bad, the plane broke adrift, and was later located upside down. It finally sank out of sight.

In comparison with the other two planes, the flight of the NC-4 was relatively uneventful. That plane and its crew succeeded in accomplishing its historic mission—and after landing at Lisbon went on to England. Here is the account as related by LCDR Albert C. Read, USN, commanding officer of the NC-4.

At 5.50 OIL PRESSURE in center after engine dropped and ignition was cut. Ran under three engines at slightly reduced speed.

At 6.05 sighted destroyer No. 1 and passed over her at an altitude 2800 feet. Soon sighted other two planes ahead and to starboard, gradually overhauling them.

When a little over half way to next destroyer, connecting rod in center forward engine let go. As two engines could not keep the plane in the air, we landed at 6.53. We were unable to make repairs. Sight of sun indicated our position about 80 miles east of Cape Cod.

Two hours later, we started taxiing for Cape Cod, hoping to pick up a destroyer en route. None of them could be raised with the battery set, although one was sighted about 10 miles to the north. Headed for her for 15 minutes, making about 10 knots with the two wing motors, then resumed course to west as she drew away. The sea smoothed down after the first two hours.

We had intended to start at daylight of the 14th but delay was experienced in installing the new starter; by failure of oil pressure in the center forward engine and by wobbling of the propeller on the same engine, which was discovered in a 6-minute trial flight. The oil pressure finally worked up to normal after considerable water had been drained off. The vibration of the propeller could not be eliminated, and it was decided to commence the run [to Halifax] favoring that engine.

The principal work done [at Trepassey Bay, Newfoundland,] was removal of the center forward (low compression) engine and replacing with a high compression, and the replacing of the three Olmstead propellers (the fourth had been changed at Halifax) with propellers of Bureau Steam Engineering design.

In attempting a start for the Azores the following day, NC-4 took off and stayed up 18 minutes to give all

installations a test. Everything worked well.

The wind at start was blowing about 30 knots, but it fell somewhat as land was left behind. Sea appeared slightly rough. NC-1 was well behind. Lights of NC-3 did not work and NC-3 and NC-4 separated at dark. The functioning of power plant during this entire run was excellent. Each destroyer was sighted in turn up to and including No. 16—first, by means of the star shells (during the night only); second, by the searchlights, and third, by the destroyers' lights. In daylight the smoke was always picked up first, except once in a while, during semidarkness or thick weather, the searchlights would be seen first.

Sighted northern end of Fayal; air clearer in lee of that island. Rounded Fayal and landed at 1.15 in a bight mistaken for Horta in the thick weather. Five minutes later, we took off, rounded the next point, and landed near USS *Columbia* off Horta. We were held at Horta by fog and later a gale until the 20th.

Start was made from Horta, Azores, shortly after noon of the 20th, wind about 25 knots. Sea rough. Visibility, 20 miles or better. Air rough around Pico; later smoother, but not very good. Destroyers were sighted as usual. Passed a rain squall to starboard. Sighted San Miguel at 1.54, and landed at Ponta Delgada at 2.24.

On the 21st, an attempt was made to start from Ponta Delgada to Lisbon, but the center after engine lacked 300 revolutions, due to starving, and there was insufficient room to get off except with all engines delivering full power.

We were held up by storms until the morning of the 27th, when the sea smoothed down somewhat, and good weather was reported along the course to Lisbon.

The start had been planned for daylight, but was delayed on account of starving of port engine. A new carburetor had been installed the night before on account of a stiff butterfly valve, and the work had not been done with sufficient care. Pieces of rubber were found. The carburetor was again changed and functioned properly.

One rather hard porpoise was made in getting away. This caused one gimbal of the navigator's compass to jump out, causing an error of 7° to 8°, although it was not noticed until some time later. The first destroyer was picked up apparently in its proper place, but it must have been out of position to the southward. No. 2 was passed 10 to 12 miles to the north of us and only the smoke sighted. No. 3 was not seen at all. Headed on a more northerly course, and with the aid of the radio compass, picked up No. 4 on the port bow. All the remaining destroyers were sighted.

Sighted Cape Roca, and passing over the lower Tagus, we landed at 8.01 in Lisbon Harbor.



TRANSATLANTIC seaplane, NC-4, taxis over temporarily placid Atlantic. Heavy seas stopped NC-1 and NC-3.

TAFFRAIL TALK

WE'VE BEEN WONDERING—where do you find your copy of ALL HANDS, and how soon do you get it? We assume, of course, that one copy is retained in the exec's office and the yeoman gets another, but how about you? How do you get it, and when? We've discovered that AH is well read in such community locations as barbershops, messhalls and lounges. Any other favorite spots? Let us hear about it if your activity has found other methods of prompt and wide circulation. We understand one library has found a sure way of keeping tabs on its copy—it has the current issue chained to the reading desk.

★ ★ ★

The Navy's habitability program has angles never dreamed of by ship designers. As a result of their scheming, for the first time in 16 years, Boatswain's Mate William H. Smith, won't be a sorehead. Since drawing duty on USS *Carronade* (IFS 1) the Navy's most habitable rocket ship, Smith is able to move below decks without ducking or scraping his skull on the low overhead. At the time of his first enlistment in 1939, he was a mere 5'-9". Today, he's 6'-4".



When the pressure of municipal government, civic duties and business becomes too great, LT Robin W. Goodenough, USNR, of Coronado, Calif., has a scheme by which he can get away from it all. He applies for active duty training with the Naval Reserve. A frogman, he finds a refresher course in underwater demolition to be peaceful and relaxing—comparatively speaking.

★ ★ ★

ALL HANDS' sprightly opposite number in the Canadian Navy, the *Crowsnest*, disputes our hypothesis that VADM Arthur D. Struble, USN, Navy's representative of the Joint Chiefs of Staff on the Military Staff Committee of the Security Council of the United Nations, had one of the longest titles ever held by an admiral.

Crowsnest's candidate is RADM Harry George DeWolf, CBE, DSO, DSC, CD, RCN, who is, so help us:

"Principal Military Adviser to the Canadian Ambassador in Washington, Chairman Canadian Joint Staff, Washington Representative in Washington of the Chiefs of Staff, Canadian Representative of the Military Representatives Committee of the North Atlantic Treaty Organization and Canadian Liaison Representative to SACLant."

We give up. No contest.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 23 Jun 1955, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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Distribution: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and an board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters

● AT RIGHT: MOORED at Japanese pier, cruisers USS *Toledo* (CA 133) and *Helena* (CA 75) take a breather while with U.S. Fleet Activities Yokosuka, Japan. ➡





SPOTLIGHT ON YOUR NAVY CAREER

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TRAINING IN MORE
THAN 60 RATINGS WITH
OPPORTUNITIES FOR
REGULAR ADVANCEMENT**



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

NOVEMBER 1955



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NOVEMBER 1955

Navpers-0

NUMBER 465

VICE ADMIRAL JAMES L. HOLLOWAY, Jr., USN
The Chief of Naval Personnel

REAR ADMIRAL MURR E. ARNOLD, USN
The Deputy Chief of Naval Personnel

CAPTAIN L. C. HEINZ, USN
Assistant Chief for Morale Services

TABLE OF CONTENTS

Navy Training Films: 'Lights! Camera! Action!'	2
What's On at the Movies? You Get Hollywood's Best	6
The Word	8
Scouting for Talent to Run Navy Ships	10
Letters to the Editor	14
Special Feature: Tribute to the Marines	
180 Years of 'Semper Paratus'	20
Sea-Soldiers Train for Multi-Mission Assignment	26
Missions of the Marine Corps	27
Organization of the Marines	30
Chart of the MarCorps Establishment	32
Today's Navy	34
News of Navy Ships	34
All-Navy Talent Contest Winners Hit Bigtime	
With Top-Notch Variety Show	38
Bulletin Board	41
Taking Your Family to Seattle Area?	41
Directives in Brief	44
Changes in Rating Structure Affect Reservists	45
Down to Earth Info for Navymen Requesting Shore Duty	46
Check Your Status on Latest SDEL List	48
Applications for Transfer from Line to Supply Corps	56
Book Reviews	58
Book Supplement:	
Life in the 19th Century Navy	59
Taffrail Talk	64

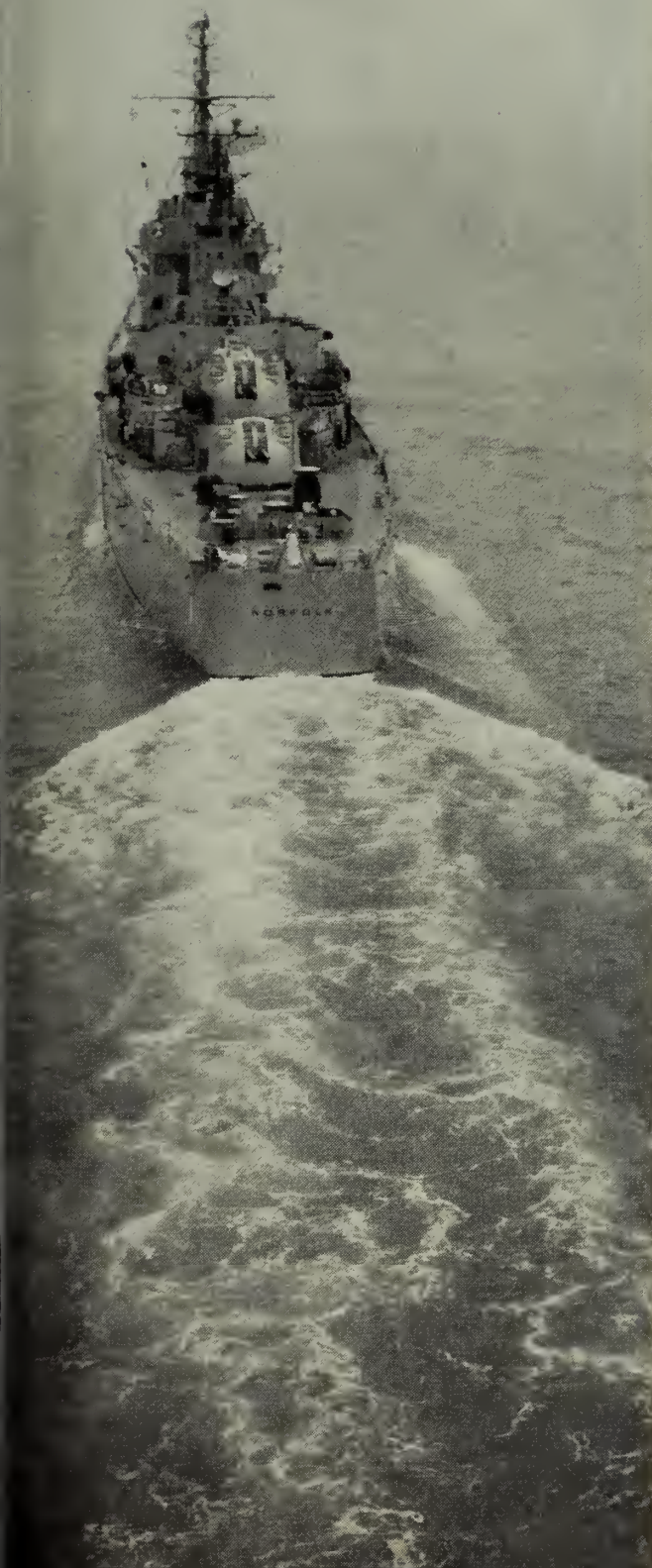
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John A. Oudine, **Managing Editor**

Associate Editors
G. Vern Blasdel, **News**
David Rosenberg, **Art**
Elsa Arthur, **Research**
French Crawford Smith, **Reserve**
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• **FRONT COVER: TEAM MATES AT SEA**—Representing the close relationship of Marines and Navymen in preserving the freedom of the seas and our country are SGT Wayne B. Winebrenner, USMC, and Gustave A. Clavsen, CT3, USN.—Photo by W. J. Larkins, PH2, USN.

• **AT LEFT: HERE SHE COMES—THERE SHE GOES.** Unusual fore and aft view of USS Norfolk (DL 1) first of new type destroyer leaders, now classified as frigates, to join the Fleet, is a composite photo of bow and stern views.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.





NAVY MOVIE MEN play an important part in training today's sailors with the audio-visual aids they produce.

Navy Training Films Underway —

'Lights! Camera! Action!'

IN A LITTLE WORKSHOP in West Orange, N.J., in the late 1800s, the trend of today's Navy training program was born. It was in this workshop that Thomas A. Edison invented his Kinetograph, the first motion picture machine to use roll film.

Thomas Edison has, of course, made other direct contributions to the Navy: He was a consultant to the Navy during World War I; his son, Charles, was Assistant Secretary and later Secretary of the Navy in the late '30s and early '40s. But when Edison demonstrated that sound and motion pictures could be synchronized, it was the beginning of sound motion pictures—and a vast amusement industry. Another of the many results of this development was the Navy training film program.

Motion pictures are a big factor in training the present-day sailor. Everybody from young seamen and old salty CPOs to junior officers and even flag officers is furthering his skills and knowledge through the use of this audio-visual medium.

In contrast to the predominance of the motion picture in the training set-up today was its absence before 1940. Although the Navy has used photography since its invention, it was only

in 1941 that the Navy took steps to increase photographic facilities.

It was in this year that plans for the construction of the birthplace of all Navy training films, the Naval Photographic Center, Anacostia, D.C., were drawn. This huge, three-story, red brick building was built in 1942 and is now the heart of naval photography. In its more than 100,000 square feet of space are concentrated the finest photographic equipment available today.

Guiding the work produced by the Naval Photographic Center at NAS Anacostia is a team of the best artists, writers and technical experts the Navy can muster, headed by NPC's present skipper, Captain C.H. Clark, usn, and his exec, Commander John S. Harris, usn.

The biggest unit in the NPC organization is the Motion Picture Department. The unit could easily be called the "father of Navy training films" since every Navy film of this type is channeled through here.

During the last fiscal year, this department processed 350 Navy training films. NPC didn't, of course, make them all. With a staff of only 198 Navymen and 66 civilians, the department could not be expected to carry the huge workload. It would be

akin to one studio producing all of Hollywood's movies if NPC produced every Navy film. Instead, NPC produces about 20 per cent of the Navy's training films and contracts for the other with commercial firms.

Ideas for new training films, or revisions of old ones, may come from just about any quarter. The originator might be an instructor or a training officer, or the idea might spring from one of the bureaus or offices. The sponsoring bureau or office then sends the request to the Navy Film Production Board of Review. This board has the final word as to whether or not the film is produced.

Upon approval by the Board, the production of the film is assigned either to a commercial movie producer or to the Motion Picture Department of NPC.

Regardless of who gets the job, a project supervisor is assigned to every Navy film. He'll be the producer-director until the film is completed. At present, there are 24 project supervisors handling a total of 427 projects.

"The production of Navy training films by commercial outfits is an economical method," stated the head of the NPC Contract Division. "Besides being low-cost, these companies pro-

vide the Navy with the industry's latest ideas, methods and techniques.

"On the other hand, the movie-making industry has picked up many ideas and techniques originated by the Navy," he added. "One of the latest was the adoption of the filmagraph process developed by the Navy."

The filmagraph is quite a contrast to more conventional motion pictures. Both still pictures and art work are photographed on motion picture film. Voice narration, optical and sound effects are then added. The result is a "slide-motion picture"—cheaper to produce than a true motion picture and easier to use than the troublesome phonograph records that usually accompany film strips.

If NPC is assigned production of the film, the starting point is the Scripts Preparation Division. The script, along with the artist's storyboard becomes the production plan.

After the script is approved, the art and animation section will make drawings to illustrate the story. Overlay drawings, known as "cels," are photographed, one frame at a time on the animation camera. Since sound movies are filmed and projected at 24 frames per second, it will take quite a number of "cels" to make one minute's screening.

Some live shooting may also be required by the film. Many times an NPC camera crew is sent out on location to shoot the necessary footage. It might take them to a research lab, proving grounds, carrier or destroyer. Sometimes, a Fleet Camera Group will shoot the required number of scenes.

In many cases though, the camera and stage crews never leave the cool confines of the Photo Center. Much of the live shooting can be done in NPC's Sound Stage.

This huge stage was built contrary to the advice of the best experts in the movie-making industry. "You'll never be able to build a soundproof stage on an air station, with bombers and fighters landing and taking off not more than 500 feet away," they warned.

That just made the challenge more enticing to the photographers and engineers. The sound stage was constructed and has proved its worth. The stage is actually a building within a building. It is entirely separated from the NPC building, having its own foundations and being com-

pletely insulated from the other building.

Outside sounds cannot penetrate the walls of the stage. It's possible to continue shooting and recording while a four-engined aircraft is revving up its engines on the runway in front of NPC. The only sound the Navy producers found that entered the stage came from the air conditioning unit. This was solved simply by turning the cooler off.

But in doing so, this created another problem. With the terrifically hot lamps used to light the set, the temperature would soar. So before any shooting is done, the air conditioner is turned up and the temperature in the stage drops to about 65 degrees. In that way, the NPC movie makers can shoot for several hours before the room heat becomes unbearable.

Scene designers can create sets that are authentic down to the last rivet. The wardroom pictured in one of the films you saw recently might well have been shot at the NPC sound stage.

Many of the scenes in training films, however, are the real McCoy. Maybe they were shot a couple of years ago, but they're still available, thanks to NPC's huge Film Library. Just about any Navy scene you can

think of can be found right there.

Some 40 million feet of exposed film are stored in the temperature- and humidity-controlled vaults of the library. All film footage exposed by photographers throughout the Navy is stored here and index cards are kept on each scene. What's more, some 150,000 feet of film are added each month to this collection.

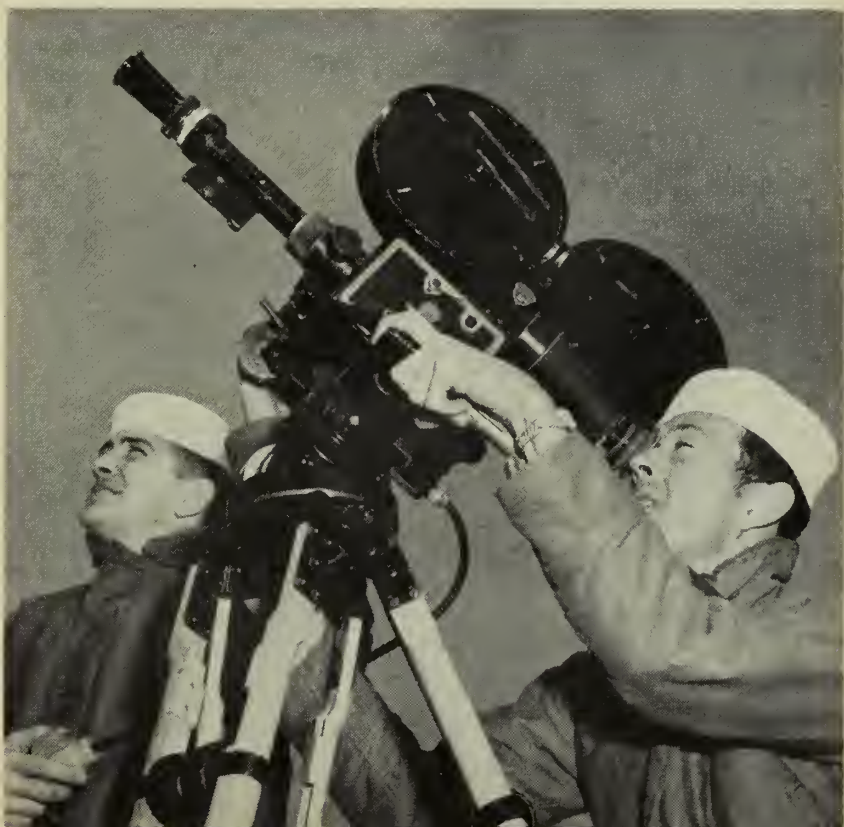
You've undoubtedly seen some of the films stored in the Film Library. Almost all commercial movie makers have used some of the stock footage. Eighty per cent of the film used in the now famous television series "Victory at Sea" was obtained from the NPC Film Library. The coming television show, "Navy Log," has taken some 20 per cent of its film from the stock footage at NPC.

If a particular training film requires shipboard scenes, the NPC library will be checked first, to see if the necessary footage isn't already available.

The Processing Division is the next step for our training film. All exposed footage is sent to this division. The only exception is color film, which is processed commercially.

Chemicals for the processing machines are mixed in huge vats in the mixing room on the deck above the

FOOTAGE FOR TRAINING FILMS is supplied by whitehat moviemakers at Naval Photographic Center and Fleet camera groups, or Center's film library.





SOUNDS OF ALL KINDS are kept in library. Here, sound track is checked on reader. Below: Temperature charts of film developer and dryer are checked.



machines. Then it is piped to a storage room a deck below the processing room where the chemicals are kept at a constant strength and temperature.

The exposed and undeveloped footage enters the deep processing machines where it is developed, fixed, washed and dried automatically. Some 100,000 feet of film can be processed each day.

All film processed is not training film. Much of it represents the footage exposed by Navy photographers throughout the world. NPC also processes all film of Navy-wide interest.

The film negatives are then checked by electronic machines and specially trained photographers to determine the amount of exposure needed for the various scenes to pro-

MOVIOLA MACHINE is chief tool of motion picture editor. The film is cut, spliced, rehashed, dubbed on this device until it reaches desired finished form.



duce a positive print with a constant color tone.

The positives are printed, processed and then sent to the Editorial Division where the film begins to take shape. The Film Editor, working with the Project Supervisor, begins cutting, splicing and rehashing to smooth the film into the form that you will eventually see. This division also selects the music and any sound effects that will be used.

The music and sound effects are recorded on film sound tracks. If, for example, the sounds of an F4U fighter taking off are needed, the sound effects section of the division will go into its library and get the required sound track. Two rated musicians, a chief and a first class, handle the music assignments.

"We have everything from Bach to boogie," related the chief. "When a film comes in, we select the background music, if the type of music desired isn't already indicated.

"We keep index cards with all the pertinent information on the music we have recorded here," he added. "Among the things we have to check are possible copyright violations.

"A good example," explained the chief, "is the Navy theme 'Anchors Aweigh.' Every time we use that music in a film, we have to get permission from a firm in New York, since they still own the copyright."

All music and sound effects are synchronized to the film by the Sound Division. If any special sound effects are needed, this division will come up with it.

If the sound is not readily available, a sound crew will often be sent into the field to record the sounds. One of the few sounds NPC *didn't* have, surprisingly enough, was the explosion of an atomic bomb. Although they had thousands of feet of film of these A-bombs going off, they had no sound. Maybe you thought you heard the actual sound of the atomic bomb going off in the movie "Operation Crossroads," but you didn't.

"The sound you heard in this film was a combination of 16-in. rifles, 8-in. rifles, and rockets being fired, plus just about every other type of explosive sound in the library," revealed the NPC sound expert. "The men in the division did such a good job that even the best sound experts in the industry thought it was the real thing."

After the film is edited and sound

and music selected, together with the recorded commentary, the Sound Division blends them onto a single sound track at the Master Mixing Console in the Main Theater.

After the final acceptance screening, the necessary number of prints of the finished film are produced and turned over to the Bureau of Naval Personnel or Aeronautics for distribution.

It takes approximately six months, from the time of approval by the Film Production Board until the final acceptance screening, for NPC to produce a training film.

The production of training films represents the biggest workload for the NPC Motion Picture Department. But other types of films, such as public information films, technical film reports, "attitude" films and "services" are produced by NPC.

A "services" film is usually a one-shot deal produced for some particular ship, station or bureau. The number of prints required is usually five or less and the intended viewing audience is limited. Normally, this type film does not require sound or narration, hence it is quickly produced.

If you've been to a Character Guidance lecture, then you've more than likely seen an "attitude" film. These films dramatize decency, morality, understanding, and the American way of life.

The technical film report is a silent film, or a composite picture and sound film recording of a test or operation. These films are used primarily for review or study by scientific, engineering, or technical personnel. They are produced for experimental or record purposes.

All public information films are also produced by NPC. Unlike the training film, the PIO film is intended to entertain and inform. "The Annapolis Story" is a sample of the many films in this category.

You've probably seen some of these movies at your ship or station theater and possibly over television. If you haven't seen any lately, they're easy enough to obtain. You can borrow them from most of the Naval District public information film libraries. High schools, colleges and non-profit organizations also make use of these films.

Navy training films are also seen by more than just the U.S. Navy. Many are being shown to naval personnel of countries using U.S. Navy

equipment under the Mutual Defense Assistance Pact.

Also, training films produced by or for NPC are frequently selected for showing in the annual film festivals in Edinburgh, Scotland; Venice, Italy; India, France, Holland and South America. The showcase at NPC is filled with plaques, medals and certificates that Navy training films have won in competition at these festivals.

The Naval Photographic Center now leads all other armed forces and government film-producing agencies in the number of international film awards won. Some 13 government agencies annually participate in these foreign film exhibitions.

One of the most recent NPC productions to be selected for showing at this year's film festivals at Edinburgh and Venice is "The Origins of the Motion Picture."

This training film was produced by NPC to meet instructional needs of the Naval Photographic School at Pensacola, Fla. The 20-minute film also provides professionals in the industry with the background information on man's search for ways to photograph action.

The story is told by means of still photographs, original artwork, stock motion picture footage, some reproduced from paper film, and live photography.

Other films that have been outstanding hits are "U.S. Naval Photography in Science," and a dental film "Complicated Exodontia." Both received First Place Silver Medals in



HOME OF NPC is this modern red brick building located at Anacostia Naval Air Station, Washington, D. C.

the Venice Festival. Usually, some thirty or more foreign countries show their best films at these festivals.

The only motion pictures the Navy enters in these festivals are those produced as training films or for information. Since entering national and international competition, 16 Navy films have won 19 awards.

The most outstanding achievement earned by the training films, however, is their high position in the Navy's training program. These films have speeded and improved instruction in just about every phase of naval education.

Rudy C. Garcia, JO1, USN.

ON LOCATION camera party crews shoot scenes of Navy activities that cannot be duplicated in the huge sound stage at NPC's home port at Anacostia.



How are the movies chosen? During fiscal year 1955 (1 Jul 1954 to 30 Jun 1955) there were 356 feature

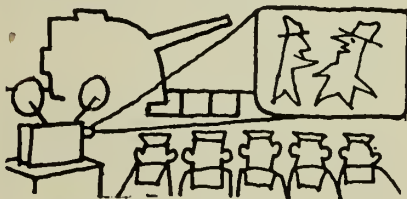
A cartoon illustration of a delivery truck labeled "NAVY MOTION PICTURE SERVICE". A person is running out of the back carrying a stack of money, with signs saying "EXCELLENT", "THE MOST", and "BEST" floating around them, and more stacks of money on the ground.

A random sampling was made of

You Get Hollywood's Best

the available *Navy Motion Pictures Exhibition, Transfer and Inventory Records* (NavPers 3046) of seven ships operating in the Mediterranean and seven ships operating in the Western Pacific during the spring of 1955. Based on the ratings listed in a motion picture trade magazine, the films shown by these ships were given a numerical rating to determine their average ratings as follows: Superior—5 pts; Excellent—4 pts; Very Good—3 pts; Good—2 pts; Fair—1 pt and Poor—0 pts. The results were as follows:

Ship	No. of Showings	Average Rated Rating
For the Atlantic Fleet:		
USS Randolph (CVA 15)	79	2.54
USS Intrepid (CVA 11)	66	2.79
USS Newport News (CA 148)	54	2.78
USS Worcester (CL 144)	49	2.59
USS Vesole (DDR 878)	45	2.71



USS McGowan (DD 678)	44	2.68
USS Requin (SSR 481)	19	2.89
For the Pacific Fleet:		
USS Sterlet (SS 392)	31	3.07
USS Diachenko (APD 123)	34	2.81
USS Hamilton County (LST 802)	30	2.86
USS Silverstein (DE 534)	35	2.92
USS Catamount (LSD 17)	34	2.50
USS Shelton (DD 790)	25	2.47
USS Taylor (DDE 468)	38	2.38

This random sampling of the films shown to the seven Atlantic ships showed an average of 2.69 while the average rating of films shown to seven ships in the Pacific Fleet was 2.71. The average of all films leased by the Navy for the year was 2.70. This indicates an *average* closer to *Very Good* than to *Good*. This representative rating compares favorably with the 2.37 average of all movies shown in stateside civilian theaters.

Here's another question that comes up. What about the wide screen films, and when will they be available to ships? During the past year about 10 to 15 per cent of the movie output was for the wide screens and, except for the films produced by one company, these pictures were made available to the

Navy in standard 16-mm. prints. However, the proportion of wide screen productions is increasing and may reach as high as 40 per cent in total output in the near future. It has been apparent that the Navy will have to convert to be able to show 16-mm. wide screen prints. But conversion is not a simple matter on all Navy ships.

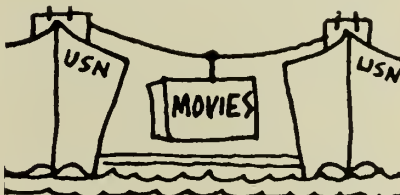
Unfortunately the only 16-mm. lens which is commercially available for showing wide screen pictures is a two-inch anamorphic lens. This lens cannot be used at a projection distance of less than 10 feet and, further, it provides one foot of width on the screen for every 2.6 feet of projection distance.

All this means one thing—that the lens can be used in ships only under certain limited circumstances. Other types of lenses will be required for many types of ships in the Fleet. That accounts for the delay in conversions.

However, the Bureau of Ships is making a survey of all types of ships so that the necessary anamorphic lenses, together with wider screens, may be purchased. The target date for complete conversion to 16-mm. wide screen projection is 1 Sep 1956, but it may be accomplished several months earlier.

As you will note from the foregoing, each movie that you see aboard ship or at your overseas station, involves two big factors: procurement and distribution.

- From the standpoint of procure-



ment, the Navy has picked the best there is available.

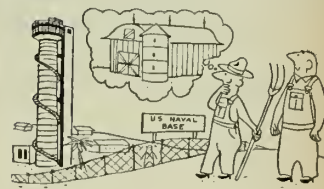
- As far as distribution is concerned, the statistics show that ships in the Fleet are receiving the best pictures available, well above the over-all average.

- And within the next six months, with the installation of wide screens both in ships and at overseas stations, the Navy motion picture program will continue to be the best possible.

— Ted Sammon.

HERE'S YOUR NAVY

A stranger going aboard the submarine base at either Pearl Harbor or New London, Conn., might well wonder if the Navy has gone in for building silos as each of these bases boasts a tall round building, very similar in shape to the farmer's standby for crop stowage. However, the submarine



forces' buildings are for a vastly different purpose, providing, instead of food, a method of training crew members of submarines in a realistic escape system.

The two buildings, known as escape training tanks, are roughly 136 feet tall with a cupola on top which serves as an observation station. The inside of the building is a water tank where the future submariners learn, under actual conditions, how to make an escape from a submarine.

From escape locks, situated at 100-



50- and 18-foot levels, the students move into the tank with the famed Momsen lung and guide their way to the top of the water by means of a line suspended from the center of the tower. While the students are moving up the line they are under the constant observation of instructors, located in one of three diving bells in the tank. Free ascent training (without use of Mom-



sen lung or line) is also given on a voluntary basis.

In addition to the future submariners, divers and Underwater Demolition Team men are given training in their specialties, keeping the tanks among the busiest places at either base. Recently it was disclosed that the tank at Pearl had had more than 300,000 ascents made during its 22 years of service, averaging about 1200 per month.

THE WORD

Frank, Authentic Advance Information
On Policy—Straight from Headquarters

• **APPOINTMENT OF WOs** — Seventy-eight chief petty officers and eight first class petty officers have been appointed to the temporary grade of warrant officer, W-1.

The 86 appointments are a portion of the total of 292 warrant officer, W-1, appointments previously authorized, and are in addition to the 96 recently announced. The appointments are effective upon acceptance, and have been forwarded by individual letter.

The remainder of the 292 appointments authorized will be issued as administrative requirements are met.

• WASHINGTON BONUS

—The State of Washington has reminded all legal residents that the World War II bonus deadline is noon 31 Dec 1955, and that application forms for the Korean bonus are now available.

Eligibility for both bonuses is based on one full year's *bona fide* residency or citizenship in the State of Washington immediately prior to entry on active federal service. For the WW II bonus you must have served in the armed forces at some time between 7 Dec 1941 and 2 Sep 1945; for the Korean bonus you must have been in service in excess of 89 days between 27 Jun 1950 and 26 Jul 1953.

Requests for application forms should be forwarded to: Cliff Yelle, State Auditor, Division of Veterans' Compensation, Olympia, Washington.

State officials have emphasized

that the WW II bonus law prohibits acceptance of claims for that bonus after 1200 on 31 Dec. 1955. No deadline for Korean bonus claims has been announced.

• NON-DISABILITY RETIREMENT

All officers requesting non-disability retirement are urged to submit their requests three months in advance of the desired retirement date and to forward a report of physical examination as an enclosure to the request. The Bureau's Retirement Division points out that BuPers Inst. 1811.1, with attendant changes, gives full information on non-disability retirement of officers and warrant officers, including the requirement that a successfully completed retirement physical report be received by the Chief of Naval Personnel at least one month (and not more than three months) *before* the requested retirement date.

Since requests for voluntary retirement cannot be forwarded to the Secretary of the Navy for final action until the physical report is received, delay in forwarding this report has frequently resulted in delayed retirements.

• **SICK LEAVE**—Active duty Navy and Naval Reserve officers and enlisted men who are patients in Veterans Administration hospitals may now be granted sick leave for periods not to exceed 30 days at any one time.

Such patients were previously excluded from provisions under which

active duty Navy and Naval Reserve officers and enlisted men are granted sick leave from U.S. Naval Hospitals.

Under the new procedure, the sick leave may be granted by managers of Veterans Administration hospitals located in the continental United States, solely for therapeutic purposes upon recommendation of competent medical authority.

• **OBLIGATED SERVICE**—As a result of the passage of the Reserve Forces Act of 1955, Public Law 305, (84th Congress), all Navymen who first entered military service *on and after* 10 Aug 1955 will incur a six-year military obligation. *This applies to all Regular Navy and Naval Reserve men, as well as those accepting initial appointment or entering officer candidate type programs.* The provisions of this Act, as set forth in Nav-Act 4, do not apply to women. The status and obligations of those individuals already members of the armed forces before 10 August remain unchanged.

This means that, on and after 10 Aug 1955, all initial enlistments of men into the Naval Reserve will be for a period of six years, during which time enlistees will be required to perform two years' active duty.

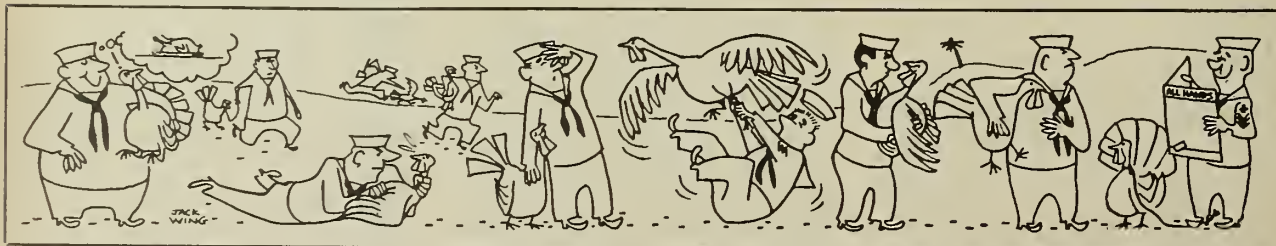
All new enlistees will be required to sign the statement below before taking their oath:

Prior to enlisting in the Navy or Naval Reserve I (name) understand that,

(1) I have obligated myself to serve a total period of six years in the Naval service of the United States and that upon completion of this obligation I will be eligible for discharge.

(2) Upon completion of active duty in the Navy or Naval Reserve I will be placed in or remain in the Ready Reserve if eligible therefor.

(3) Service in the Ready Reserve will be for a period which when added to my active duty will total



IN TURKEY SEASON, ALL HANDS won't be as scarce as hen's teeth if you share your copy with nine others.

All-Navy Cartoon Contest

The judges had a hard time making a final decision, but here are the names of those they chose as final winners of the All-Navy Cartoon Contest in the order in which they placed:

- William H. Gwin, PHAN, VP 21, NAS Brunswick, Me.
- James H. Mesa, LTJG, *uss Ulvert M. Moore* (DE 442).
- Muirrel A. Anderson, HMC- (SS), 9th MCR&RD, Chicago, Ill.
- Neil F. O'Connor, ACC, NAS Anacostia, Washington, D.C.
- Neil F. O'Connor, ACC, NAS Anacostia, Washington, D.C.

Runners-up selected for honorable mention were, in the order in which they placed:

- John F. McNeil, ET1, USN & MCTRC, Waterloo, Iowa.
- Neil F. O'Connor, ACC, NAS Anacostia, Washington, D.C.
- Theo H. Tennant, YN1, NavRecSta, Los Angeles, Calif.
- Walter P. Duensing, HM1, U.S. Naval Hospital, Bainbridge.
- Lindy U. Johnson, YN1, NavRecSta, Washington, D.C.

Additional names of those whose entries gave the judges considerable difficulty but were ultimately eliminated will be listed in the December 1955 issue of *ALL HANDS*, together with a selection of the winning cartoons and other details of the contest.

five years' satisfactory service on active duty and in the Ready Reserve I will be eligible for transfer to the Standby Reserve and if I apply I will be transferred to the Standby Reserve for any remaining portion of my service obligation.

(4) I understand that the provisions of law require satisfactory participation in the Ready Reserve unless relieved of such participation by competent authority. Such participation may be satisfied annually by not less than 48 drills and not more than 17 days' active duty for training or an alternative of 30 days' active duty for training or other appropriate Reserve training as may be authorized. Failure to carry out prescribed training may subject me to involuntary call to active duty for not more than 45 days.

The following methods are available in the Navy for completing military obligations:

By enlistment in the Regular Navy for six years.

By enlistment for minority or four years in the Regular Navy, which method requires a total of five years on combined active duty and satisfactory service in the Ready Reserve with remainder of obligation in the Standby Reserve.

By enlistment for six years in the Naval Reserve which method requires two years on active duty plus four years on inactive duty in the Reserve, three of which must be in the Ready Reserve.

• **TEMPORARY OFFICERS** — Recent legislation by Congress affects the retirement of temporary officers in the grades of ensign and above who have or will twice have failed to be selected for temporary promotion.

Congress has passed certain amendments to Public Law 305 of the 79th Congress which grant temporary officers whose permanent status is enlisted the same retirement benefits upon completion of 20 years' active service (of which at least 10 years are commissioned) as are presently afforded Regular and Reserve officers.

Unless the needs of the service require otherwise, temporary officers in the grades of ensign and above whose permanent status is in a warrant or enlisted grade and who have twice failed to be selected for temporary promotion will fall into one of the following categories:

1. If they are eligible for retirement they will be given the option of retiring or reverting to their permanent status on a date to be effective not later than 30 June of the fiscal year in which they failed.

2. If at the time they fail to be selected the second time they are within two years of attaining eligibility for retirement, they will be retained on active duty in their present grade, subject to needs of the service and at discretion of Chief of Naval Personnel, until eligible to retire.

3. If they have less than 18 years of active service they will be reverted to their permanent status not later than 30 June of the fiscal year in which they fail to be selected the second time.

In any case, a minimum of four months' advance notice will be provided individual officers prior to their being subject to mandatory retirement or reversion as outlined in BuPers Inst. 1800.1.

QUIZ AWEIGH

With this month being the 180th anniversary of the Marine Corps, see what you know about some of the equipment and insignia of the Leather-necks in this quiz.



1. This aircraft, although now obsolete, remained in service longer than any other type fighter in military history. It is an (a) F8F Bearcat (b) F4U Corsair (c) F9F Panther.

2. This fighter plane, the first to house a 2000-horsepower engine, was made especially famous by Colonel Gregory "Pappy" Boyington's famed Black Sheep Squadron. It was the first prop-driven fighter plane to fly faster than (a) 400 mph (b) 500 mph (c) 600 mph.



3. This Marine is firing a (a) hand-carried rocket launcher (b) rifle grenade (c) high powered rifle with flash shield.

4. If you know your firearms, you'll recognize the rifle as a specially equipped (a) .30 cal. carbine (b) '03 Springfield (c) M-1 Garand.



5. Surely you recognize the stripes of a master sergeant. But look closely and you'll see that the one on the left has a diamond in the center. In the Marine Corps, this designates a (a) Sergeant Major (b) First Sergeant (c) Regimental Sergeant.

6. On the right, there are the same number of stripes on the chevron, but there is a star in the middle. This is the Marine Corps' insignia for a (a) Sergeant Major (b) First Sergeant (c) Regimental Sergeant.

You'll find the answers to this month's quiz on page 44.

Scouting for Talent to Run Navy Ships

THE CHIEF STUCK his hashmarked arm out of the station wagon's window, then made a sharp left-hand turn onto a small dirt road. The wagon rattled, dust rose through the floorboard as the chief drove past fields of green corn. A few miles farther on he made another turn onto an even narrower road before finally reaching his destination, a farm house nestled on the side of a hill.

A welcoming committee, consisting of a goat, two dogs and four small children, were standing on the porch. After making inquiries from the lady of the house, the chief pulled his cap down tight on his head, and set out in search of the "south forty." Over a hill and through an orchard of apple trees he found what he was looking for, a man and a youth standing by a stalled tractor.

The three exchanged "Howdys," and then the chief nodded his head toward the stalled tractor, "What seems to be the trouble?"

"Don't rightly know," replied the older of the pair, "but I've sure got to get it going soon. Neither my son nor I can find out what's wrong, and it's costing me money."

The Navyman peeled off his blue blouse, rolled up his sleeves and mounted the tractor. His head dis-

appeared in the innards of the mechanical monster, emerging only to ask for tools. After 30 minutes of tinkering and hoping, he asked the farmer to try to start it.

The tractor came in on cue, kicking over on the first attempt. A few more adjustments by the chief and it was purring like an oversized kitten.

A smile, that was nearly as wide as the nearby river, spread across the farmer's face. Then the chief brought up the purpose of his visit — the father's signature was required on a set of consent papers, needed to recruit a man less than 21.

The farmer looked at his son and the chief with a suspicion of laughter in his eyes. As the son nodded his head, he finally signed the papers. Thus another young man joined the U. S. Navy.

That scene, or its variation, takes place every day across the U. S. as the "bush beaters," or Navy recruiters, go about the business of signing up new recruits into the sea service.

Serving in cities both large and small, from A to Z, or Ada, Okla., to Zanesville, Ohio, the recruiters have the nearest thing to independent duty there is in today's Navy. They are all either chief or first class petty officers who have been chosen from

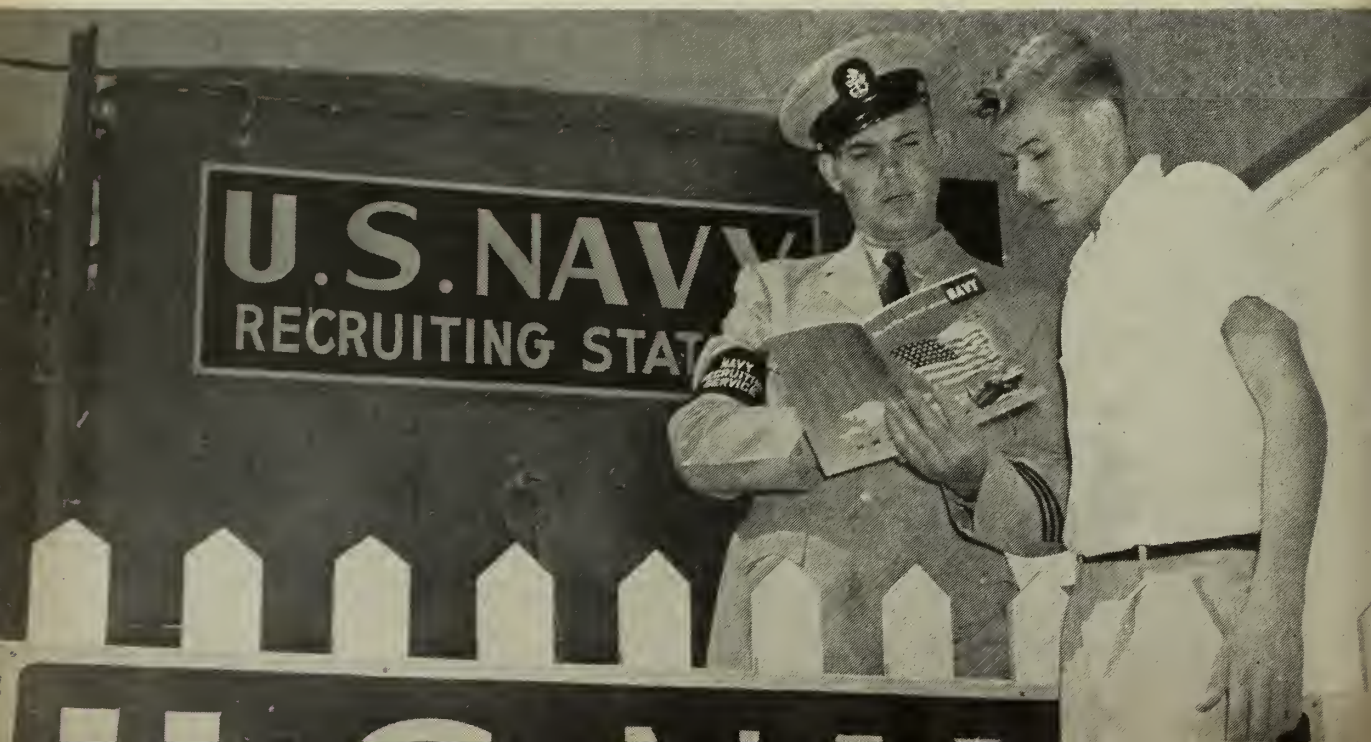
a long list of applicants. All are top hands, career men, thoroughly schooled in recruiting and are men who can do many jobs.

Versatility is a must in recruiting. A chief gunner's mate in a substation, for example, may well be pounding a typewriter one minute, driving or repairing an automobile the next and then half an hour later be busy pushing a broom, cleaning up his small office and keeping it shipshape in true Navy style.

A recruiter never knows when he might be called upon to tackle a job that is not generally thought of as "in his line." Harry D. Segars, ENC, USN, the recruiter at Jasper, Ala., got a graphic illustration of this point one day as he was making his rounds. He had stopped at a local radio station to hand out spot announcements designed to encourage the young men of Alabama to visit the Recruiting Station, and had arrived right in the middle of an emergency. One of the regular announcers had come down with a bad cold and wasn't there to give the mid-day newscast.

Segars was pressed into service. In a few minutes he found himself on the air giving the mid-day news to the community. All went well through the broadcast until he found that he had a few seconds of spare

RECRUITING CHIEF R. B. Driver, BMC, USN, talks up the Navy to interested visitor to his mobile station.



time. The chief took care of that problem in nimble fashion. He quickly threw in his own ad-lib that went like this, "If your cotton crop this year isn't all that it should be, come on down to the U. S. Navy Recruiting Station in Jasper and talk it over with your Navy Recruiter."

In addition to radio shows the recruiters may often be called upon to appear on television programs, give a talk at one of the local civic organizations or to a group of senior high school students.

Their duties seldom follow an 0800-to-1630 routine and often they end up working after they have shed their uniforms and shifted into civilian clothing for a night of relaxation.

In spite of the wide range of projects recruiters are called upon to take part in, they have one prime aim: to fill their quota every month. Everything else is aimed at helping, in some manner, to keep the recruits rolling into the office and from the office into the Navy.

The recruiter's appearances at civic meetings may impress a father whose son is nearing the age for military service. As a result, the father will pass on his observations to his son, resulting in another youngster's visit to the station. While many of the jobs performed may result only in intangible benefits, they induce a feeling of good will that proves just as important as direct contact with a prospective enlistee.

One of the most important facts that every Navy recruiter must remember in connection with his daily meetings with the public, is that in most cases he represents the entire Navy to the people in his area. Most recruiters are located far from any naval activity and the civilians in the area can only judge the Navy as a whole by the actions of the individual recruiter. In addition, they depend upon him for any information about the Navy, either historical or current.

Thus the recruiters must be up to date on the modern Navy, alert to changes and new weapons. They must also be sharp in dress and manner. To that end the Navy has just recently authorized a special supplementary uniform allowance for men on recruiting duty. This enables them to keep extra uniforms and look their best at all times.

One man who can vouch for the need of a supplementary uniform allowance is H. E. Roberts, GMC,



ENLISTED RECRUITERS are the men upon whom the Navy's system depends. Here, recruiter makes double play as he fingerprints product of day's work.

USN, who got tangled up in a minor rodeo while getting a couple of young recruits squared away into the Navy.

Roberts had dropped by the house of the two prospects to find himself taking on a new kind of assignment. The youths were trying, without much success, to corral a good-sized

calf and load him into a truck.

After a mental check of his immaculate blues, Roberts joined in the fray. The three men finally got the calf up the loading platform, with a great deal of pushing, but there the young bull called it quits and wouldn't budge.

There was only one way out of

NEXT STOP BOOT CAMP. To sign up teenagers and sell the Navy to the public, recruiters must have a wide knowledge of the Navy today and its history.





PARADE FLOATS and mobile displays help make the populace Navy-minded and tell benefits of Navy career.

the problem. The three grabbed the calf and lifted him kicking into the truck. By the time they were finished the chief's blues looked as though they had been through a battle, which indeed they had.

After a shower and a change of clothing Roberts reported to his office. He found the boys waiting, still in overalls and sweat shirts, all ready to sign up.

All it had taken was a cleaner's bill and an afternoon's work. That is a pretty good return for any recruiter.

Today's recruiting organization is a far flung outfit with a total of 433 different stations. Of this total 390 are substations, in which two chiefs or a chief and first class petty officer constitute the total force.

The main stations are manned by a larger group of men and women including clerical, administrative and other rates needed plus officer personnel. The main stations are usually found in the larger cities and have facilities for testing the recruits as well as giving them the needed physical examination for acceptance.

Over-all responsibility for recruiting originates in the Bureau of Naval Personnel where a special division takes care of the needed planning and paper work.

The important man in this whole structure, however, is the enlisted recruiter and the whole organization depends upon him.

Typical of these recruiters is Roy B. Driver, BMC, usn, who with his partner William R. Miles, TMC, usn, operates a branch recruiting office on the outskirts of Washington, D. C. Headquarters for the pair is a small 25-foot trailer, parked on a well-kept lot between two buildings on one of the main highways out of town.

Driver is a boatswain's boatswain, who has spent most of his naval career at sea. A tall, well built man, he knows the Navy like a book and has the knack of making anyone feel at ease in the first few minutes of a conversation, an important feature in the equipment of any recruiter.

The first of each month Driver receives an official notice from the Main Recruiting Office telling him

the desired quota for the coming month. As a general rule this station is given a quota of between 15 and 20 recruits a month or an average of one recruit for each working day. To fill the quota Driver and his partner live up to the name of "bush beaters," covering the southern part of Maryland and the suburbs of Washington for potential recruits.

"It would be easy," Driver says, "if we only had to find the right number of men and send them on their way, but we frequently come up with a number of applicants who can't meet the physical requirements or the Navy's qualification standards. I would say that we have to do the work on twice the number of men needed before we completely fill our quota."

Driver and Miles alternate on traveling, with one or the other on the road all the time. Once in the country the pattern for the "traveling man" follows much the same routine. He drives from one town to another, setting up shop in the post office. His coming has been announced and men who are interested

RECRUITERS ARE ACTIVE members of community affairs and (right) often get local assists for publicity.



are usually waiting to talk with him. Those interested enough to make definite arrangements get advance papers filled out and a date for their trip to the recruiting office established.

When Driver and Miles finish at one stop they hop in their station wagon and head for the next, keeping an eye open for possible spots for recruiting posters or signs and always on the alert for a possible recruit. Since their station wagon is one of the "gray goose" Navy type, the man on the field trip usually is stopped several times along the way by interested civilians. These stops may be caused by someone's wanting to enter the Navy or by some veteran of the sea service who just wants to talk about his days in the "old Navy."

It is on this type of duty that Driver fills the bill for a perfect recruiter. He has a southern drawl, acquired in Tennessee, and a friendly courteous way to match it, and never does anyone leave the recruiter's vehicle with anything but a good impression of the Navy.

The man remaining in the substation office handles the paper work that has accumulated during his last trip around the circuit, which averages about 2000 miles per month, and talks to applicants who drop in or are scheduled for that day.

"The paper work sometimes scares new recruiters," Driver said as he pointed to a pile of forms. "We have to fill out all kinds of reports, type up several dozen forms and in general do a yeoman's job. At first I was a little leery of it myself, but after awhile it becomes routine."

Processing the recruits at sub or branch stations really isn't too bad,

as it is all preliminary work, with the main job of preparing records, fingerprinting, etc., taken care of at the main station. However, the men at the substation do their share.

Once Driver has completed the paper work on an applicant he takes him across the river into nearby Alexandria, Va., for a physical examination. He then takes the new recruit to the main recruiting station in downtown D. C. and leaves him in the hands of Navymen there for the swearing-in ceremonies and various other administrative details.

Driver also handles the publicity for his branch office by working up ideas for radio and TV shows, getting enough information on each recruit for a short story in his local papers, and appearing at various meetings where he presents the civilians with a first-hand account of the Navy.

"I've found," he said, "that recruiting is one of the hardest jobs in the Navy. You are on the go from morning till night, often working late and on weekends. However, it is also some of the most rewarding and enjoyable work I've ever done."

He drew a letter from his desk and chuckled, "We get a kick out of what some of the boys tell us about Navy life after they have gone through our office on their way into the outfit. Here's a sample: 'Dear Chief: As you know, one of the reasons I joined the Navy was because I liked the way the ships always appeared so nice and clean. You didn't tell me that I'd be keeping them clean'."

Competition for assignment to billets such as driver's and other recruiters' is stiff. The requirements are such that only the best are chosen.

As a result the recruiting service is one of the topnotch outfits in the Navy today. If you want to apply, your best bet is to check with your ship or station yeoman and read BuPers Instruction 1306.20B and 1336.1A, as well as Article C-5208 of *BuPers Manual*.

Those are the governing regulations which set the requirements of service, aptitude and rate. As a general rule all CPOs and first class POs may apply for recruiting duty, men in the YN2, YN3, PN2, PN3 and HM2 pay grades are also eligible for duty in the main recruiting stations, as are all enlisted women.

Sea duty requirements are based on rate and follow the general requirements needed to be eligible for shore duty. However, you must have certain obligated service, enough to complete a tour of duty, or you will be required to extend or reenlist before being assigned recruiting duty.

Provided you meet the requirements and your name comes up on the top of the list, you then attend one of the two recruiting schools located at NTC San Diego, Calif., and NTC Bainbridge, Md. From there you receive your assignment to a recruiting district and at last to your actual station.

Once in the field you'll run into frustrations, unusual situations and long hours, and you'll feel like a very important cog in a large wheel. You, in short, will be Mr. Navy to the people in your area, a direct representative of the world's finest and largest seagoing outfit. Your job is to sell the Navy to teen-age boys of America. It shouldn't be hard, for if you qualified for recruiting duty, you must be sold on the Navy yourself.

—Bob Ohl, JOC, USN.

MAIN STATIONS, usually in big cities, have larger staffs. Right: Local radio is important tool of recruiter.



LETTERS TO THE EDITOR

Transfer Of Equipment To Scouts

SIR: While on my present tour of shore duty I have become interested in the Boy Scout movement and have been working with the Sea Scouts. Since we are so far away from a Navy town we are having trouble getting uniforms. I have heard that at certain discharge centers such as San Diego, Calif., they either sell or donate unclaimed uniforms. I would appreciate any information you are able to give me on this.—A. D. S., GMC, USN.

• “BuSandA Manual” authorizes the sale of certain articles of uniforms to the Sea Scouts Department when a request for the material on Boy Scouts of America form “Application for Material” is made and approved by the regional director. Such sales will be made only by activities carrying bulk stock for transfer.

The naval activities most likely to be disposing of clothing are the Naval Training Center, Bainbridge, Md.; Naval Supply Depot, Great Lakes, Ill.; and the Naval Supply Depot, San Diego Calif.

The Sea Scouts are considered eligible to receive surplus property by donation. However, all transportation costs must be borne by the recipient.

National Headquarters, Boy Scouts of America, New Brunswick, N. J., is furnished lists of excess materials available for issue to Sea Scouts and Boy Scouts by donation. Write to them concerning items in which your Scouts are interested.—Ed.

WO Category Changed

SIR: I am a chief Boatswain appointed from the rating of Air Controlman. My Flight Controller designator (712) was recently changed to that of Aviation Boatswain (711). I have heard that the new title of Aviation Operations Technician will be designated for warrants in my category. If this is true will a new specialty insignie replace the crossed anchors on sleeves, shoulder marks and shirt collars which are now used? Also, how will the Aviation Operations Technician, if one exists, be addressed? Will his rank remain BOSN or CHBOSN, or will there be a short form for the new title?—J.W.M., CHBOSN, USN.

• The story you heard is correct — at least to the extent that you are an “Aviation Operations Technician” instead of “Aviation Boatswain.” For the present, you continue to wear the same insignie as heretofore. The question of what insignie you will ultimately wear has not been decided by the Permanent

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Uniform Board which has this matter under study at the present time.

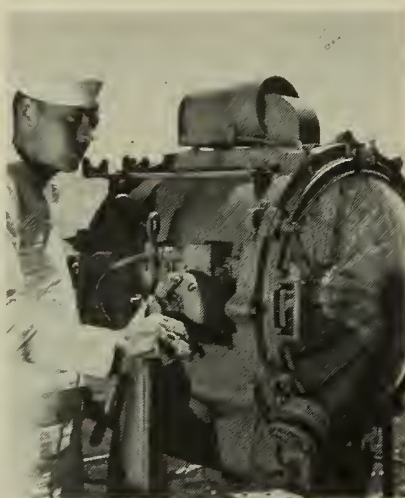
For matters of appointment, promotion, precedence and the like, you will receive the designation of “Chief Warrant Officer, W-2.” For other purposes, you will be “Chief Aviation Operations Technician, W-2.”

You may find additional information in SecNav Inst. 1210.2.—Ed.

Facsimile Signature Stamps

SIR: I notice from signatures on service records and other personnel documents, that many naval activities are using facsimile stamps in lieu of actual signatures. Since personnel officers are required to sign thousands of documents monthly, I would like to know if the use of facsimile signature stamps, properly initialed, would be acceptable for documents not concerned with disbursement of monies.—P.E.M., PNC., USN.

• The use of facsimile signatures is governed by the provisions of Article 1608.2 of “Navy Regulations.” Article



THE WORD IS PASSED from USS Coral Sea (CVA 43) by signalman using a 36-inch signal search light.

C-5304, “BuPers Manual” provides instructions for the use of facsimile signatures for the purpose of signing orders. Facsimile signatures are not acceptable in service records. Where provisions of the “BuPers Manual,” or other instructions, specify signature of the commanding officer, executive officer or personnel officer, an actual signature is required.—Ed.

Filing Officers' Records

SIR: The yeoman first class test on 23 Aug 1955, included the following question: How are officers' records filed in the Bureau of Naval Personnel?

There were four possible answers listed: alphabetically, by signal number, by file number, or by rank. In all the study I have done, I have never seen the question answered. What is the correct answer, and where may it be found?—L.P., YN, USN.

• Article B-1101(2) of “Bupers Manual” contains the answer to your question. It states that a file is provided for each officer in the U.S. Navy. These files are maintained in file number sequence in the Officer Records Branch, Bureau of Naval Personnel.—Ed.

Special Sizes In Uniforms

SIR: I am six feet, six inches tall and weigh 230 pounds. Consequently I cannot buy uniforms to fit me in small stores. It is very costly to have specially tailored uniforms made. Is there any provision whereby I may receive a special clothing allowance to cover my expenses of having special uniforms made?—R.G.P., BM3, USN.

• “BuSandA Manual” (paragraph 42091) provides instructions for supplying unusual-size items of clothing and small stores. Your supply officer will requisition the unusual-size articles if you agree to pay for or accept checkage of pay accounts for the items.—Ed.

Saluting the OOD

SIR: I would like some questions answered concerning the rendering of the hand salute by the OOD which I have not been able to clarify in Navy Regulations.

Who salutes first when the executive officer returns on board and turns toward the OOD after both have saluted the national ensign?

Should the OOD salute the Exec if the latter returns on board in civilian clothes without a hat and for this reason does not salute? How about heads of departments such as the navigator or

other officers who return on board in civilian clothes and uncovered?

Is it proper for an officer to come on board or leave the ship in civilian clothes without a hat?—A.D.H., CWO, USN.

• Article 2108 of "Navy Regulations" specifies that each person in the naval service shall salute the national ensign after which he shall salute the OOD. The officer of the deck as the living representative returns the salute to the colors and, as the commanding officer's representative, returns the salute to the quarterdeck. The person coming on board a ship of the Navy initiates both salutes. Note that no exceptions are made as to rank or dress in this procedure.

Article 2110 of "Navy Regulations" specifies that a person in the naval service not in uniform when saluting another person in the armed forces shall use the hand salute. Regulations do not say, however, that it is improper for an officer to board or leave a ship in civilian clothing without a hat.

By custom, though, naval officers normally wear a hat when in civilian clothes. Some commands issue local directives that officers in civilian clothes must wear a hat when boarding or leaving a ship. It is appropriate to salute when covered and wearing civilian clothes.

When officers in civilian clothes are not wearing a hat, saluting courtesies on boarding a ship can only be carried out by pausing and facing the colors momentarily, after which a greeting or nod to the OOD is in order. The OOD should return the salute in both cases.—Ed.

BAQ For Adopted Children

SIR: In the June issue of ALL HANDS, (p. 26) you state that a CPO will be allowed to receive BAQ for his child even though the adoption decree is not final.

I am in the same situation but the disbursing officer has not been able to find any authority for this. On what authority did you base your answer?—L. T. B., PHCA, USN.

• If your disbursing officer is in doubt as to the validity of the payment, he may withhold payment of the amount pending approval by the Director, Family Allowance Activity, Cleveland, Ohio, or the Chief of Naval Personnel.

If an application for BAQ is submitted by a CPO, or any other enlisted man, for an adopted child, and the interlocutory decree of adoption has in fact been entered, you may be sure your application will be approved. Also it may be well to submit with your application for BAQ a copy of the applicable court order.

The Chief of Naval Personnel (Direc-



TEN IS TOPS. USS Laertes (AR 20) with 10 ships moored alongside, holds new record (see 'Can You Top This?', inside front May 55) for tenders and brood.

tor of Personal Affairs) is delegated by the Secretary of the Navy as the authority to make determinations in cases of this nature.—Ed.

It Would Have Been A Sight To See

SIR: The May ALL HANDS carries a photo of USS Cascade (AD 16). The caption notes, "Here she proudly displays her brood of seven" and asks: "Can you top this?"

We can. Topping Cascade's performance is a daily occurrence aboard USS Delta (AR 9). However, when we are repairing five or six ships alongside and are taking on water to starboard and oil to port (which seems to have been taking place at the time the shutter clicked), we are too busy with work at hand to take pictures.

For example, Delta not long ago repaired 65 different ships and completed 804 separate work requests in one month.—C. R. F., CHELEC, USN.

• The figures you quote to support your claim are impressive and to us, convincing. We hope they are equally impressive to Cascade and similar vessels. We regret that a vessel of Delta's efficiency couldn't find it possible to squeeze out another five minutes of manpower and send us a photo.—Ed.

Biggest Broods

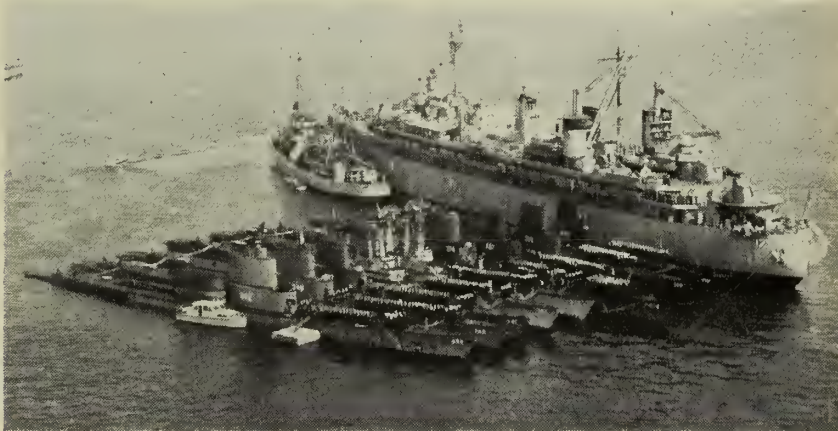
SIR: The picture on the inside cover of ALL HANDS, May 1955, showing a tender with seven ships moored alongside was labeled, "Can You Top This?" Well, we can, and are sending you a picture to prove it.

The picture was taken at Sasebo, Japan and the ship is USS Laertes (AR 20). She has since been decommissioned.—C.H.N., EM, USN.

• Nice going. It looks as though ten ships are moored alongside Laertes. Too bad we can't read their numbers because we would like to give their names.

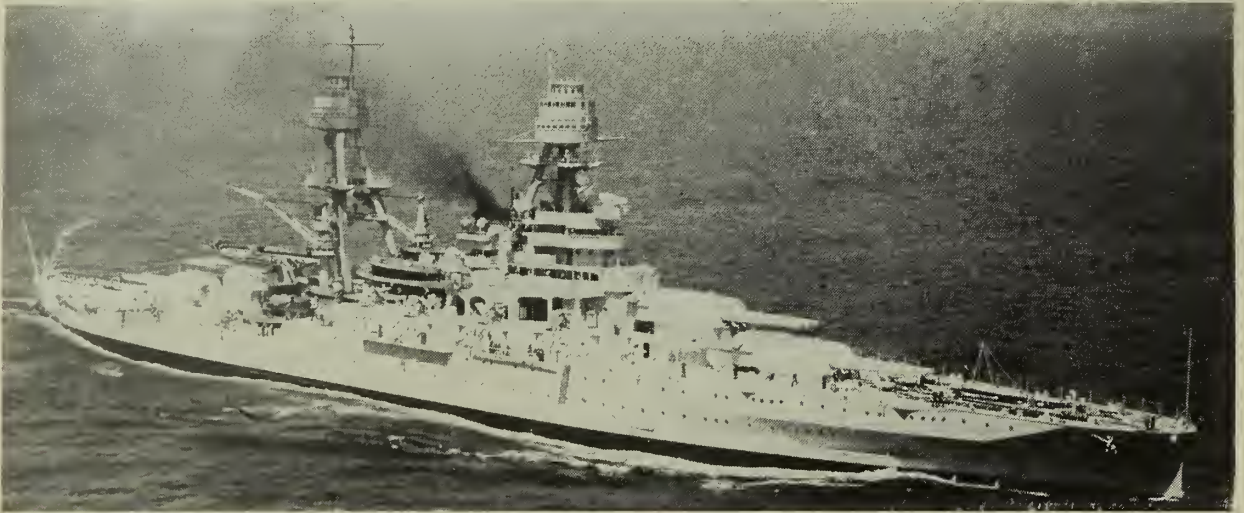
Ten ships alongside is now the record, but you must share it. We've received another Navy photo which equals your shot.

If you will count conning towers, there are nine submarines (and one submarine rescue vessel USS Florikan (ASR 9)) alongside the sub tender USS Nereus (AS 17) with all sub crews at full dress during a change of command ceremony. The submarines are: USS Tunny (SSG 282), Cusk (SS 348), Carbonero (SSG 337), Tilefish (SS 307), Spinax (SSR 489), Rock (SSR 274), Remora (SS 487), Catfish (SS 339), and Volador (SS 490).—Ed.



TIED FOR TOPS in alongside mooring is USS Nereus (AS 17) as nine submarines and a sub rescue vessel nest alongside for SubRon FIVE change of command.

Shipmate Pays Tribute to USS Arizona, and Sailors and Marines Lost with Her



A SHIP TO REMEMBER—USS Arizona, commissioned in 1916, seen as she looked in 1935. Her last day was 7 Dec. 41.

SIR: While reading through the June issue of *ALL HANDS*, I noted the two pages devoted to "Salty Pin-Ups With Curves" with particular interest in the pictures of certain vessels of the Navy underway and throwing their share of salt water in all directions as they cut through calm and heavy seas.

I am sure there are very few members of the naval service who do not thrill to the sight of the knife-edged bow of a destroyer or the ponderous bulk of a battleship charging through a heavy sea—especially under a full head of steam.

The article accompanying the pictures stated the names of most of the vessels shown, but the battleship which was really "making a splash" went unnamed.

This ship had a long and faithful career during World War I and with the Battle Fleet in the Pacific, but she went down fighting during the attack on Pearl Harbor and will possibly be remembered in history as vividly as the *Maine* for she now lies on the bottom, a national cemetery holding more than

a thousand bodies of her gallant crew—that ship was the *uss Arizona*.

To print a picture of *Arizona* without her name would not be in accord with the wishes of those fighting sailors and Marines who now sleep within her rusting armor—in my opinion.

I served on board *Arizona* as a member of the Marine Detachment from February 1928 to November 1930.—B.A.M., CWO, USMCR.

• You are correct in your identification. The battleship shown was *Arizona*, third vessel of the U.S. Navy to bear the name. (The first *Arizona* was an iron side wheel steamer purchased by the government in 1863. The second was a first-class screw frigate launched in 1865.)

Commissioned in 1916, the 32,000-ton *uss Arizona* (BB 39) served with the Atlantic Fleet until 1924. She served as escort to President Wilson upon his return from Europe in 1918.

In 1924, *Arizona* was assigned to the West Coast where she remained active with the Pacific Fleet. She was modernized in 1929.

She had recently returned from battle maneuvers when, on 7 Dec 1941,

she was sunk during the attack on Pearl Harbor. She was struck first by a torpedo on her port side and a large bomb went down her stack. Another large bomb of armor-piercing type, hit the forecastle, penetrated to a powder magazine and the resulting explosion in turn exploded *Arizona*'s main forward battery magazines. The entire forward structure was completely wrecked, the two forward turrets and the conning tower dropping vertically between 18 and 20 feet.

During the attack, motor launches from *uss Solace* were dispatched to *Arizona* and other stricken ships to remove the burned and injured amid flames and explosions.

Arizona's personnel loss was by far the heaviest of all the ships in the harbor; 1104 were dead. Forty-seven officers and 1057 men lost their lives, including the commanding officer of *Arizona*.

In not naming the vessel in the article to which you refer, it was intended that the picture should represent not only that heroic ship but all such battleships serving the Navy and the Nation.—ED.

Flying Command Calls

SIR: Could you tell me where authorization is given for flying command calls aboard ships having flag officers embarked when entering and leaving port. I find in *Allied Communications Publication*, (ACP) 129, and *Director Naval Communications*, (DNC) 5(a), authorization for flying ships call signs, when prescribed. It says nothing, however, about command calls. All ships having a flag officer aboard fly their ship's call on port outboard halyard and the flag's call on the starboard outboard halyard.—J. B. L., Jr., QM3, USN.

• A ship is responsible for the communications of the Senior Command on board as well as for the ship itself. Therefore, a Flagship has two calls, the command embarked and the ship.

The source for this information is Article 7818 of DNC 5(A) which states: "Ships entering or leaving port during daylight will hoist their signal letters (International Call Sign)." Article 7812.7 of DNC 5(A) states: "Normally, flagships will be called and answered with the call sign of the Senior Command on board unless the addressee, or originator, is otherwise indicated."

Thus, a flagship has two international call signs and must fly both on leaving or entering port in order to conform with Article 7818 of DNC 5(A). Forthcoming corrections to ACP 129 will cover the usage of call signs in more detail.—ED.

Passed Over for Promotion

SIR: I would like to know if a chief warrant officer, W-4, now serving as a temporary lieutenant commander will be allowed to remain in this grade until he has completed 30 years' service if he has failed twice for promotion. He now

has 27 years service.—F.J., USN.

• *The present policy, as set forth in BuPers Inst. 1800.1, briefly states that if a temporary officer twice fails of selection he will: (1) if eligible for retirement, be afforded the option of retirement or reversion to permanent status to be effected not later than 30 June of the fiscal year of the second failure; (2) if within two years of attaining eligibility for retirement he will be retained on active duty in his present grade until eligible for retirement; (3) if within less than 18 years' active service he will be reverted to permanent status by 30 June of the fiscal year of the second failure of selection.*—ED.

Turk's Head Knot

SIR: During a knot tying exercise, a question arose concerning the five strand Turk's Head. Can you tell me how many strands of line and how many tucks are needed to make this knot?—S.P.A., CM, USN.

• *Don't let the name of this knot mislead you. The five strand Turk's Head is made from one piece of line, but since it comes around and is tucked a number of times, it is called five strand.*

The exact number of times it is tucked, however, is difficult to say because there is no established definition of a tuck. For instance, do you count the original knot as a tuck, and is a cross-over a tuck? (It's possible to tie a Turk's Head with several thousand tucks.)



Turk's Head

You may be interested in knowing that a five strand Turk's Head is actually based on a three strand. From a five strand you can make a seven, nine, etc., and from the basic four strand you can make a six, eight, and so on.

If you're interested in knot tying to get a salty look about your station, it is suggested that you start in with sennit, especially six strand flat and eight strand square. (In this case, the strands are actually six and eight separate pieces of line.) Also, when you get good at it, look up the squared knot (not the square knot), and notice that four pieces of line are used. With a little work, you'll find that you can do it with two pieces of line. Then, before congratulating yourself, try it with one line. It can be done.—ED.

Star on China Service Ribbon

SIR: Our ship recently completed a tour of duty in the Far East during which we were authorized the China Service Medal (extended). Two separate authorizations were received by us which entitled us to wear this medal. One was for service during the Tachen evacuation operation, and the other for

taking part in the Formosa Patrol two months later.

The *Awards Manual* states that personnel who earn this medal for the second time are entitled to wear a star as an indication of the second award.

Since we have earned the China Service Medal for two different operations, but only a few months apart and under the same extension period of the medal, are we entitled to wear the star indicating the second award?—B. F., YN, USN.

• *Earning the China Service Medal for two different occasions within the extended period (2 Sep 1945 to an open date) does not entitle you to wear a star on the ribbon to indicate a second award.*

You would be entitled to wear a star on the ribbon only if you had previously earned the medal at any time during the period 7 Jul 1937 to 7 Sep 1939.—ED.

Clothing Allowance for Recruiters

SIR: AlStaCon 7, issued in July 1955, states that personnel on recruiting duty would be entitled to a supplementary clothing allowance if they have at least one year of duty remaining. Would a person who is now serving on recruiting duty with less than one year remaining on his current tour, but who has received an authorized extension of duty, be entitled to this clothing allowance?—R.E.W., DKC, USN.

• *Paragraph 1 of AlStaCon 7 authorized payment of special supplementary clothing monetary allowance to persons now on board who have at least one year remaining on current tour of recruiting duty as of 1 Jul 1955. The one year remaining may be part of*



TRICK AT THE WHEEL is pulled by N. W. Bryant, SN, USN, while at sea in the store ship USS Aldebaran.

a normal tour of duty, an extension of recruiting duty, or both without changing your entitlement to this clothing allowance.—ED.

Mission And Attache Duty

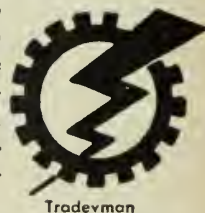
SIR: I applied for Embassy or Attache duty about six months ago and was informed that there were sufficient men on the waiting list in my rate for this duty. Is there any reason to prevent my re-applying for this duty?

Moreover, I understand that a man's name is removed at the end of one year and also upon being transferred. Is it possible that enough men have had their names removed by this time to have my name placed on the list?—D. H. C., HMC(SS), USN.

• *Personnel at sea on the Mission and Attache Eligibility List are given first preference for all assignments. In view of the large number of HMCs still on the eligibility list, it is not likely that you will be selected for the duty you requested before completion of your present tour of shore duty and transfer to sea. You may resubmit your request one year from date of reporting to sea duty.*—ED.

Overseas Duty For Trademan

SIR: At present, I am stationed in USS New Jersey (BB 62). I would like to know the procedure for a trademan serving in a billet such as mine to get overseas shore duty.—D.S., TDAN, USN.



Trademan

• *Since you are in a rating directly controlled by the Chief of Naval Personnel, a request for overseas duty should be submitted in letter form to the Bureau. If you are ordered to overseas duty you will be required to have the necessary obligated service to complete the tour prescribed for the area requested.*—ED.

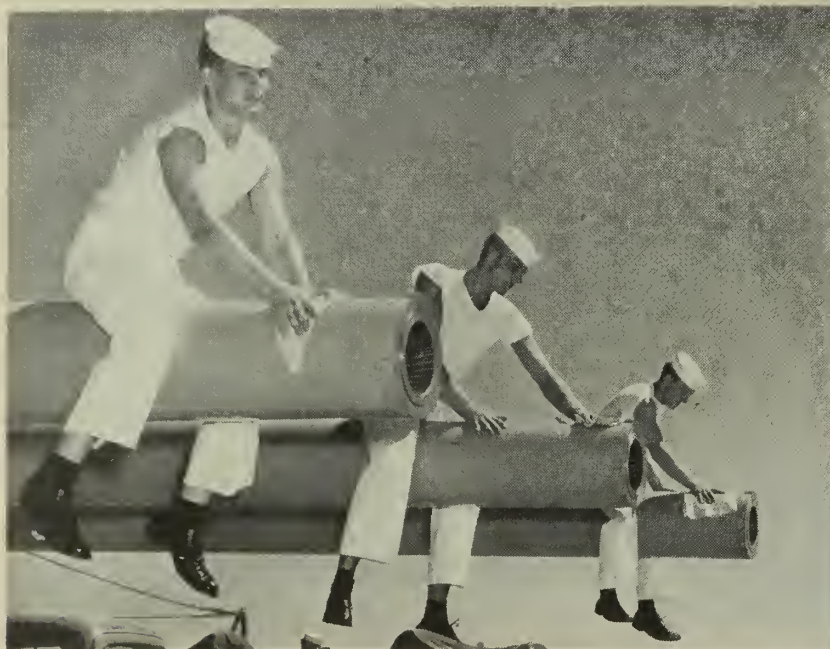
Reunion Was a Hit

SIR: Your publication notice of the third reunion of the Fifty-Ninth U.S. Naval Construction Battalion, Charlotte, N.C., has been a great help in assuring a good attendance. It has also been helpful in locating some of our lost members. Thanks for your fine cooperation.

We are sending you a copy of our publication, *The Fifty-Niner*.—J.P.R.

• *Your kind words are greatly appreciated. We are always happy to assist organizations such as the Fifty-Niner Association in their annual reunions.*

Your eight-page quarterly tabloid is a good job, lots of pictures and member news. Good luck in the future.—ED.



'GUN JOCKEYS' SIT upon their salty mounts to wipe spray from triple eight-inch guns of Number Three turret of USS Salem (CA 139) while in the Med.

Profile on Frank E. Evans

SIR: Articles have appeared in ALL HANDS giving credit to various types of vessels in the Korean conflict. I have yet to see any mention of uss *Frank E. Evans* (DD 754), part of DesDiv 131, which was among the first of the Reserve destroyers to be re-commissioned from the mothball fleet and arrive in the Korean area. By Reserve, I mean that the officers and men comprising the crew of the *Evans* were about 75 per cent Reservists, recalled to active duty.

As I remember it, she operated with Task Force 77 and 95 from January 1951 until September 1951 and had very brief tender or dockside duty.

Evans spent considerable time in Wonsan and areas further up and down the East coast of Korea.

I believe credit should be given to the officers and men who served in her. —R.J.C., RMCA, USNR.

• Take a look at the January 1953 issue of ALL HANDS and you'll find generous reference to Reserve Destroyer *Evans*.

However, here's a summary of her career.

Evans' first duty, after commissioning in February 1945, was screening duty for a convoy en route to Eniwetok.

Until the end of the war, *Evans* served as a radar picket ship at Oki-

nawa, and then remained in Asiatic waters on occupation duties until March 1946. She was decommissioned in 1949.

Less than three months after the outbreak of the Korean conflict *Evans* was taken out of mothballs and placed in active service. Because of the emergency, 95 per cent of her crew had recently entered the Navy from civilian life, either as Naval Reservists recalled to active duty or as new recruits just out of training. On 2 Jan 1951 she departed San Diego for the Far East and combat duty with the 7th Fleet.

On 16 Feb 1951 the longest sustained naval bombardment in history had its start when United Nations ships laid off the shore of Wonsan and razed that large eastern seaport. Two battleships, three cruisers, 34 destroyers, and 11 frigates participated in this siege. *Evans* was present shortly after the beginning, and actively participated in 11 duels with enemy shore batteries. During these actions she received many near misses, some of which sprayed shrapnel or splashed water aboard. During a counterbattery action on 18 June, while she was patrolling close to enemy positions, two shellbursts sprayed one side of the ship with shrapnel, causing 30 hits on the decks and superstructure with minor injuries to four of the crew. A total of 71,800 rounds of ammunition were pumped into the area during the bombardments, with as many as 600 enemy troops eliminated in a single day's bombardment.

In addition to the Wonsan action, DD 754 was one of the ships which initiated and participated in the continuous siege and bombardment of Songjin. She conducted naval gunfire missions at the bomblines in front line support of United Nations forces ashore and also at Chongjin against important shore installations, enemy junks, sam-

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Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss West Virginia* (BB 48)—A reunion of all former shipmates will be held 10 Dec 1955 at the VFW Hall, Gardena, Calif. For further information and reservations, contact R. S. Kronberger, 16422 S. Vermont Ave., Gardena, Calif.

• *51st Naval Construction Battalion*—All former members of this unit interested in holding a reunion with date and place to be determined by mutual consent, should write to Thomas J. Sette, 1080 Theodora St., Franklin Square, L. I., N. Y.

• *uss Rhode Island* (BB 17)—Former officers and crew of this ship interested in holding a reunion should contact E. B. Cook, 10 Post Office Sq., Boston, Mass. Time, place and date will be determined by mutual consent.

• *uss Perry* (DMS 17)—World War II shipmates interested in holding a reunion should contact Elmer J. Michaels, 813 Hinman St., Aurora, Ill.

pans, and carried out mining operations off the northeast of Korea. During her tour of duty she expended nearly 10,000 rounds of 5-inch ammunition on enemy targets. Besides her devastating gunfire against the enemy, she aided in the rescue of six United Nations pilots downed off the east coast of Korea, and coordinated and controlled day and night bombing missions for Allied planes.

On 24 June 1951, Frank E. Evans sailed from Korea homeward bound. Upon her arrival at San Diego, she had steamed more than 52,000 miles in carrying the war to enemy shores. In 1952 she conducted another Far Eastern tour of duty, and at present is still active with the U.S. Pacific Fleet.

During the Korean conflict the destroyer earned the Korean Service Medal with six Engagement Stars for participation in the following combat operations: First U. N. Counter Offensive, Second Korean Winter, Korean Defense Summer-Fall and Korea, Summer-Fall. She was also awarded the China Service Medal (extended).—Ed.

Advance Pay

SIR: I have two questions regarding advance pay as authorized by BuPers Manual, Art. A-4104:

1. Suppose a chief is ordered from a ship to recruiting duty with a tour of three weeks' temporary duty under instruction at NTC Bainbridge. Is it

necessary for the chief's original Standard Transfer Order to bear the statement "entitled to two months' advance pay"?

2. Who is authorized to give advance pay besides the transferring activity and the receiving activity? Could any disbursing officer? Can the Disbursing Officer at NTC Bainbridge do so?

I have always thought if your DD 114 is properly certified, any disbursing officer who handles your account is authorized to make the advance, and that the statement on the STO is superfluous. If I am wrong, please correct me.—C. R. L., PNC, USN.

• There is no requirement that a statement concerning entitlement to an advance of pay be shown on the Standard Transfer Order. As required by NavCompt Manual (Par. 044285), a Military Pay Order (DD Form 114) stating the number of months' advance pay authorized and bearing a certification of your obligated active service will substantiate payment.

In the case of permanent change of station orders with temporary duty en route, an advance of pay may be made by the disbursing officer of the temporary duty station.—Ed.

Service Requirement For LDO

SIR: In regard to Limited Duty Officer appointments is it necessary that the service requirement of 10 years be continuous?—R. C. M., YNC, USN.

• No. The service requirement stipulates that all applicants for the Limited Duty Officer Program must have completed 10 years of active naval service on or before 1 January of the year the appointment will first be effected. Broken service is acceptable.—Ed.

Why Eliminate White Socks?

SIR: Why did the Navy eliminate white socks?—T.D.C., SN, USN.

• The elimination of white socks with white uniforms was on the basis of these recommendations from the Fleet: Black socks are more appropriate with black shoes; the number of different articles required in the enlisted minimum outfit would be reduced; and one cause of out-of-uniform trouble on liberty and at inspections would be removed.—Ed.

Allowance for Mess Jackets?

SIR: Are there any regulations providing initial allowance for mess jackets for stewards? When men were recruited as mess attendants, they were issued four mess jackets.

Now that stewardsmen become TAs only after completion of recruit training, should they not be issued mess jackets? This important part of a steward's clothing must now be purchased out of his own money.—J.A.S., SDC, USN.

• Personnel detailed as stewards buy their own mess jackets, as part of their working gear, and receive the normal quarterly maintenance allowance authorized enlisted personnel to help defray expenses.

The same principle would apply if you were to perform deck or engineering duties you would purchase dungarees and general purpose shoes.

The quarterly maintenance allowances were created to provide personnel with additional funds to buy work clothing which is more often than the dress garments.—Ed.

Navy Happy Hour, 1911 Style

SIR: I am sending you a souvenir of the "Old Navy" which may be of interest to you. It was found among my father's memoirs of his service in the United States Marine Corps.—Charles R. Ingalls, ICC, USN.

• Amidst the noise of rattling chairs and a rendition of "Royal Barn Dance" by the ship's band, guests and crew of *uss North Carolina* scrambled for seats near ringside. Some were eating ham sandwiches, others chose bananas or oranges or ice cream and cake.

In this setting, the "Old Navy" settled down to enjoy the second half of a smoker given by the crew of *uss North Carolina* at Guantanamo Bay, Cuba. The date—19 May 1911.

Earlier there had been a 20-minute intermission, during which lunch and refreshments were served on the main deck.

Other than the refreshments, the "Old Navy's" Happy Hour wasn't much different from the 1955 version,

judging from the program and menu you sent us.

The entertainment following the intermission was much the same type as that performed during the first half of the smoker. A "moving picture" was shown, followed by a "boxing bout" at "catchweight." Then there was a performance by "Whistling Jones" and another bout. When the final gong sounded in the match between two 122-lb. contestants from *uss Tennessee*, the ship's band struck up again, and the Happy Hour was over.

There were four boxing matches and one wrestling match in all, each followed by some sort of entertainment. In those days a boxing match consisted of six two-minute rounds, twice as long as the present Navy bouts.

In case old timers remember that far back, the movie for the day was a drama entitled "Cy's Merry Widows."

Many thanks for sending us the historical material, chief, and good luck with your recruiting.—Ed.

180 Years of 'Semper Fi'

THE UNITED STATES MARINE CORPS this month celebrates the 180th anniversary of its founding. On 10 November throughout the world where Marine complements are serving, officers in dress uniform will use their ceremonial swords to cut elaborate cakes, Marines from the commandant right on down to the rawest recruits at Parris Island and San Diego will add their bit to the festivities. And Navymen around the world will be thinking up new epithets, using such terms as "glory boys," "jarheads" and "seagoing bellhops"—an outward sign of the envy and friendly rivalry existing between Marines and Navymen.

A knowledge of Marine Corps history, however, will go a long way toward explaining why Marines feel the way they do about the Corps—and why the nation feels the way it does about its "ever ready" fighting force.

The Corps had its beginning in a resolution passed by the Continental Congress on 10 Nov 1775, a resolution calling for the raising of two battalions to be known as the First and Second Battalions of American Marines. The resolution also specified "That particular care be taken that no persons be appointed to offices, or enlisted into said battalions, but such as are good seamen, or so

acquainted with maritime affairs as to be able to serve to advantage by sea when required."

The purpose of these Continental Marines was to take part in the American Revolution against the British, and their "recruiting station" was the fabled Tun Tavern in Philadelphia. Organizing, equipping and training this embryonic corps proceeded almost immediately, but it was not until 1776 that the Marines laid the cornerstone of their reputation.

This "cornerstone" was a landing in the Bahamas, where the British Lord Dunmore had collected a considerable store of provisions and set up a base for attacking the American coast. Commodore Esek Hopkins ordered his squadron to the Bahamas in mid-February 1776 for operations against Lord Dunmore's forces. Once on the scene he decided to attack the island of New Providence, in an attempt to capture the Britisher's supplies. This crippling action was successfully carried out by 220 Marines and 50 sailors under Major Samuel Nicholas, senior officer of the Corps. Within a few hours the Marines had taken possession of the enemy defense works and a quantity of stores and cannon.

Marines were also active elsewhere in the Revolution, serving in Washington's Army at the Second Battle of Trenton and the Battle of Princeton, in a river expedition to New Orleans, with John Paul Jones in his raid on Whitehaven, England, and in defense of Charleston during May 1780.

With the end of the Revolution, the Marines followed other continental armed forces into oblivion, only to be reorganized in 1798 as a result of repeated molestation of American shipping during troubles between France and Britain (1791-1815). Although the Jay Treaty of 1795 induced the British to cease harrying our vessels, French raids on our merchantmen continued, so Congress in May 1798 authorized seizure of belligerent French vessels in American waters. It was for this undeclared war with France (1798-1801) that the Act of 11 Jul 1798 reestablished the Corps, and Marines served on most American vessels during this period, including

MARINES MADE HISTORY IN 1953 as part of first forces to maneuver under A-bomb's mushroom. Here, machine gunners are silhouetted at Yucca Flat.



uss *Constellation* which saw action in the two most notable frigate duels of the war.

During the same "war," Marine Corps units racked up the first of their "peacetime" landings—the successful seizure of the packet *Sandwich* in Puerto Plata harbor, Santo Domingo. On 12 May 1800 a force of 80 sailors and Marines transferred to the sloop *Sally* and sailed in broad daylight into the harbor, defended by some 500 Frenchmen. Beneath the guns of the French fort they boarded and captured the packet, took the fort and spiked its guns—and sailed off with their prize after waiting overnight for a favorable wind.

A year later, in May 1801, the stage was set for Marine landings in Tripoli. The Pasha of Tripoli, one of the piratical Barbary states rulers who had been exacting tribute from merchantmen, picked that time to declare war on the United States because the Americans hadn't been paying enough tribute. A blockade was immediately established, to which most of the Navy and Marine Corps was committed for several years. Marines were on hand when the grounded frigate *Philadelphia* was taken in Tripoli harbor. They made a bloody attack on Tripolitan gunboats in August 1803, and forcefully illustrated the advantage of disciplined and skilled troops over untrained forces. Marines from the brig *Argus* helped to weld a mass of mercenaries into an army which marched 600 gruelling miles across the Libyan desert to capture the walled port city of Derne, Tripoli. The Marines, under Lieutenant Presley N. O'Bannon, seized the harbor fort and turned its guns on the Tri-



MARINES MAKE FIRST LANDING in Korea in 1871 to storm Fort Ch'ojjin and get their first taste of the terrain they would fight on again in later years.

politans themselves — after hoisting the American flag for the first time on a fortress in the Old World.

When the United States declared war on Britain (War of 1812) the Corps had about a thousand men. They fought on both land and sea. They took part in the battle of Lake Erie (10 Sep 1813) and the epic battle between *Constitution* and *Guerriere* in August 1812. They also fought in the duel between uss

Chesapeake and HMS *Shannon*, the battle in which Captain James Lawrence uttered the immortal "Don't give up the ship."

Meanwhile, a Marine detachment serving with Captain David Porter in the Pacific participated in actions against British ships and a war with Marquesan natives.

Even in the "peaceful" years between 1815 (when the Barbary corsairs were finally put down) and the

FLEET MARINES HIT BEACH at Saipan under heavy enemy automatic weapons fire while Navy ships lend support.



1836-37 "Florida war" with the Seminole Indians, the Corps found plenty of excitement. In addition to their routine duties, the Marines were called in to quell a serious prison revolt in Massachusetts, to eliminate Spanish pirates in the West Indies and Malay pirates in Sumatra. During the great fire in New York (1835) they were called on for police duties to prevent looting.

In December 1835, when the Seminole Indians began attacking troops sent to Florida to move them to western reservations, the Navy's West India squadron was ordered to help subdue them. Marines from the squadron arrived at Fort Brooke, on Tampa Bay, just in time to help ward off a serious attack. The Creek Indians picked this same period to go on the warpath—and available Army forces were not enough to handle this additional uprising. A hastily-mobilized Marine force under Colonel Commandant Archibald Henderson soon brought the Creeks under control, however, and Henderson led his force on south to fight the Seminoles.

In Florida they joined the Army in harassing the Seminoles by destroying their crops and breaking up their camps, a campaign which forced the Indians into a general surrender. The surrender proved to be temporary, since the Seminoles soon slipped back into their swamps and reopened the war. Marines remained on the job, along with a special naval expedition, until mid-1842 when the Seminoles were given a small reservation in the Everglades.

The California and Mexican wars (1846-1848) once again found the Marine Corps in the van. In eastern Mexico, seagoing Marines helped capture and occupy the major ports, while a special Marine battalion served in General Winfield Scott's army during the war's most decisive campaign. Marines were in the first group to make the triumphant entry into the enemy capital, where they cleared looters out of the National Palace—the "Halls of Montezuma."

Elsewhere in the west, Marines of the Pacific squadron played a part in operations in California and along the coasts of Lower California and Mexico. At the close of the fracas General Scott was to state that he had placed Marines where the hardest work was to be accomplished, and that he had never found his confidence misplaced.

The 1850s were full years for the Leathernecks, with each new assignment adding glory to their standard:

- Marines were with Perry in Japan (1853-54), their showy uniforms and superior military bearing doing much to impress the Japanese with the importance of the expedition.

- Marines in 1856 saw action on both sides of the Pacific. Early in January Marines stationed on board the sloop-of-war *Decatur* engaged several hundred Indians threatening the town of Seattle, Washington Territory, and drove them off after six hours of firing. In November, Marines captured and destroyed four forts at Canton, China, after the forts had fired on one of the boats of our East India Squadron.

- The year 1858 found Marines being used to chastise Fiji Islanders for the murder of two American citizens; acting as a deterrent to an uprising in Montevideo, Uruguay; and accompanying an expedition to resolve U. S. troubles with Paraguay. In August 1858 Marines were called out to guard government buildings on Staten Island against citizens who objected to their use as a "receiving station" for yellow fever patients. Later the same year a detachment of Marines put down the insurrection at Harper's Ferry, capturing John Brown in the process.

Just before the outbreak of the Civil War, Leathernecks were called on to put down another insurrection, this one in Panama, and to protect the property of Americans in western Africa during a fight between native and Portuguese elements.

With the beginning of the Civil War the Marines, like the Army and Navy, lost many officers and men to the Southern forces. Although these losses seriously impaired the Corps' efficiency at first, Marines performed outstanding service both on land and at sea. Perhaps the most important operation in which Leathernecks participated was the blockade of the Confederacy and the supporting capture of Southern ports and coastal fortifications. Eventually the North closed every Confederate port but Charleston and Wilmington and (although less spectacular than the great land battles) the successful blockade proved to be one of the greatest single factors in the South's collapse.

Along the Atlantic coast, Marines participated in the victorious landing operations at Hatteras Inlet and Fort Fisher, N. C., and Port Royal, S. C. They also fought aboard USS *Cumberland*, *Congress* and *Minnesota* when those ships were attacked by the Confederate ironclad *Merrimack* in Hampton Roads, and saw action in a number of other fights with Confederate vessels.

In the Gulf of Mexico and along the Mississippi River, Marine gun crews with Admiral Farragut's forces participated in the Battle of New Orleans, the fighting at Vicksburg and Port Hudson, Miss., and the Battle of Mobile Bay.

Besides these operations, a Marine battalion helped put down the 1863 draft riots in New York City, and in 1864 another battalion helped protect the railroad above Washington

CHATEAU-THIERRY, BELLEAU WOOD are among battles bringing glory to Marines in WW I. Here, machine-gun section moves up through French hills.



when General Jubal A. Early's raid threatened to cut the capital off from the rest of the nation.

Between the close of the Civil War and the outbreak of the Spanish-American War, Marines were called on to perform their duties in many places, perhaps the most noteworthy expedition being the one to "Corea" in 1871. This expedition was organized under RADM John Rodgers to negotiate with the Koreans for protection of Americans shipwrecked on the peninsula, a number of whom had already been killed by natives. Apparently successful negotiations were underway when Korean forts on the Han river opened fire on a peaceful surveying party. When no apology was forthcoming, the squadron's 105 marines spearheaded a landing force which captured several smaller forts with little trouble.

The Marines then led a ridge-to-ridge advance on the most important fort, a circular redoubt mounting 182 guns. Then sailors and Marines stormed the Citadel, as the fort was called, and drove off the Koreans in a desperate hand-to-hand struggle. Thus, according to Admiral Rodgers, "was a treacherous assault upon our people and an insult to our flag redressed."

Other services performed by the Marines from 1865 to 1898 included:

- Prevention of looting following the fires which destroyed part of Portland, Me., in July 1866, and the great Boston fires in 1872 and 1873.
- Punishment of natives who murdered the officers and crew of the American bark *Rover* (1867) shipwrecked on the Formosa coast.
- Aiding the Internal Revenue Service in raids on illegal liquor establishments in Philadelphia (1867) and Brooklyn, N. Y. (1870-71).
- Protection of Americans in Panama in 1873, during a fight for possession of the Panamanian government.

The conflict with Spain added greatly to the prestige of the Marine Corps. When *uss Maine* exploded and sank in Havana Harbor, 28 Marines were among the 266 men who lost their lives. One of the heroes of the occasion was a Marine private who calmly made his way below deck, reported to the captain of the rapidly sinking ship and accompanied him topside. Marines of Dewey's squadron at Manila, where the first American blow was struck on 1 May 1898, manned the squadron's sec-



KOREA AGAIN—Marine gunner holds deadly duel with communist gunners on far ridge. Below: Marines developed new tactics using copters for combat.

ondary batteries. The same Marines took possession of the Cavite naval station two days later.

Other Marines helped take possession of Guam on 21 Jun 1898, and a Marine battalion formed the island's first American garrison. Another battalion made the first American landings in Cuba, setting up an advance base for the naval forces blockading the Spanish fleet in Santiago Harbor, Cuba. Later they forced surrender of the port of Manzanilla. Leathernecks also participated in the unopposed capture of Ponce, Puerto Rico, and the postwar occupation of Cuba.

In February 1899, soon after U. S. troops had taken over the Philippines, insurrectionists came alive, killing or wounding almost 1200 Americans in the first two months of



LEATHERNECKS FIRE from rigging of *USS Wasp* as it engages *HMS Reindeer* during War of 1812. The thousand-man Corps fought on both land and sea.



fighting. By October 1900 enough Marines had arrived in the islands to form the first real brigade in the Corps' history, and Marines fought numerous skirmishes with the rebels on Luzon before the Army's capture of Aguinaldo in March 1901 virtually ended resistance on that island. Marines continued in action on Samar well into 1902, however.

In China the Boxer Rebellion, an anti-foreign outbreak in the spring of 1900, threatened Americans, with serious fighting breaking out on 24 June around the embassies in Peking. The American legation guard of 48 Marines and three sailors helped bring about an uneasy armistice on 16 July, giving various governments time to rush troops into the area.

American reinforcements joining the international force included the First Marine Regiment, plus a 112-man force from the Philippines. By 3 August, 18,600 Allied troops started on the march from Tientsin to Peking and the beleaguered legations. The Marines saw action with this force in sporadic fighting along the way, and in the Battle of Peking (15-19 Aug 1900) which ended the uprising.

From the Boxer Rebellion until the outbreak of the First World War, Marine units served all over the globe—in the Dominican Republic and Korea; guarding a diplomatic mission traveling to Abyssinia by camel; in Cuba, Panama and Nicaragua; in Vera Cruz and Haiti. Perhaps the most important event of the period, however, was the birth of Marine Corps aviation in May 1912, when First Lieutenant Alfred A. Cunningham reported to the Naval Academy for duty "in connection with aviation."

Other officers promptly followed in his steps, but they were little more than Navy aviators in a different uniform until 1915, when a Marine Corps aviation company of 10 officers and 40 enlisted men was authorized.

By 6 Apr 1917 this aviation unit had a strength of seven pilots and 43 men, and was tabbed the Marine Aviation Section, U. S. Naval Aeronautic Station, at Pensacola. Further expansion saw this unit divided into the 1st Marine Aeronautic Company (primarily a seaplane outfit), with 10 officers and 93 men, and the 1st Marine Aviation Squadron with 24 officers and 237 men. The entire Corps at this time had a strength of some 13,500. By the Armistice the aviation wing had nearly 300 officers and more than 2000 enlisted men.

Some 31,000 "groundpounders," USMC-style, also fought "Over There" with the American Expeditionary Force, the 4th Marine Brigade seeing action with the Army's Second Division, while the 5th Brigade (which did not reach France until later in the war) was used chiefly for guard duty with the supply setup. The 4th Brigade, consisting of two regiments and a machine-gun battalion, first saw action in the front lines near Verdun, then moved on to the Chateau-Thierry sector, where the Brigade captured Hill 142, Bouresches and the section of Belleau Wood which the French later renamed "Bois de la Brigade de Marine." After that the Marines fought with distinction in the battles of Aisne-Marne, St. Mihiel, Blanc Mont and the Meuse-Argonne. The Brigade returned to the United States in 1919, following occupation service in Germany.

The period of peace between World War I and World War II was anything but peaceful for the United States Marines. In Haiti, the Dominican Republic and Nicaragua—where they had seen off-again-on-again service for years—they quelled armed revolts, and organized native police forces to handle insurrections after the Marines had withdrawn. Except for brief periods, Marine forces of varying size served in Nicaragua from May 1912 to January 1933, in Haiti

from 1915 to 1934 and in the Dominican Republic from 1916 to 1924. Leathernecks patrolled mountains and jungles, fought rebels and bandits, supervised elections, promoted education, rehabilitated government finances, built roads and operated military governments.

During encounters with rebels and bandits, Marine flyers pioneered in the development of dive-bombing, glide-bombing and ground-directed close air support. They also gained valuable experience in casualty evacuation, cargo and passenger transport, aerial photography, reconnaissance and other operations.

Marines also became involved in domestic affairs in 1921 when President Harding directed the Corps to undertake protection of the U. S. mails—a task made necessary by the great rise in mail robberies which followed World War I.

During the 1920s and '30s Marines were almost continually in China, where civil strife and hostilities with Japan frequently endangered American lives and property. Troublesome conditions in 1924 required the strong protective arm of the Marines, and in 1927 a force of some 5000 was stationed at various points on the China mainland, principally in Shanghai and Tientsin. The 4th Marines, nicknamed the "China Regiment," landed at Shanghai in March 1927 and remained for almost 15 years. About a week before the attack on Pearl Harbor most of this outfit sailed for the Philippines, where they were captured after fighting at Bataan and Corregidor.

Between the two world wars the Corps also developed its techniques and doctrines of amphibious warfare, from "advance base work" in 1901, through simulated ship-to-shore attacks to the creation of the Fleet Marine Force in 1933. New tools (such as landing craft) were developed, new techniques (such as combat unit loading) were applied and

D-DAY AT PELELIU as Marines head for the enemy-held beach in amphibious tanks after Navy bombardment.





'FROM THE HALLS OF MONTEZUMA to the shores of Tripoli'—Paintings show Marines entering Mexico City (1847), and raising U.S. Flag at Tripoli (1805).



new tactical units (such as the shore party battalion) were created. By December 1941 the Atlantic and Pacific Fleet Marine Forces made up approximately half of the entire Corps of some 70,000 men.

In that December, Marines were stationed throughout the world. About 2000 were serving in China and the Philippines. Several thousand more were on duty at naval stations in the Hawaiian Islands, Guam, Wake, Midway, American Samoa, the Panama Canal Zone and in Cuba. Marines were in Iceland, on various islands in the Atlantic and Caribbean area, and in England and northern Ireland.

When war finally broke over the Pacific the Marines were ready—and they managed to stay in the thick of the fighting until the occupation of Japan 44 months later. In the first few days of the war a handful of Leathernecks put up a heroic defense of Wake Island, and a Marine regiment fought alongside the Army at Bataan and Corregidor. In June 1942 Marine flyers helped turn back the Japanese fleet in the Battle of Midway—Japan's first decisive naval defeat in 350 years and a turning point of the war. Two months later—at Guadalcanal—the Marines opened the counter-offensive against Japan.

With the success of that initial jump behind them, Leathernecks began landing all over the place: New

Georgia, Bougainville and Cape Gloucester, New Britain. In the Central Pacific they jumped on Tarawa, Kwajalein, Majuro, Eniwetok, Saipan, Guam and Tinian. In September 1944 they hit Peleliu in the Western Carolines, and the following month Marine artillerymen landed in the Philippines with the Army. The Leatherneck assault at Iwo Jima in February 1945, and the joint Army-Marine landing at Okinawa that April, capped by the atomic bomb, forced Japan to surrender.

During the war the Marine Corps reached a peak strength of 475,604 officers, men and women. The Marine Corps Women's Reserve was established in February 1943, and during the war some 23,000 women officer and enlisted personnel served in clerical and specialist billets.

Korea, and the activation of the First Provisional Marine Brigade on 7 Jul 1950, brought the Marines into action once again. Jumping into action at the Pusan perimeter on 7 August, the Leathernecks added some strange names to their "glory roster" before the truce was signed on 27 Jul 1953—Chosin Reservoir, the Punchbowl, Siberia Hill, Old Baldy, the Hook, Bunker Hill, Reno and Vegas were added to the long list of battles that make the Marine Corps one of the world's most famous fighting organizations.

Statistically, the 1st Marine Divi-

sion (which had absorbed the provisional brigade) and the 1st Marine Aircraft Wing each won two Korean Presidential Unit Citations, while the Division also was awarded two U. S. PUCs and the air wing received the Army's Distinguished Unit Citation. Individual Marines were awarded 42 Medals of Honor and more than 5000 Navy Crosses, Silver Star Medals and Bronze Star Medals.

Just as World War II found the Marines pioneering in amphibious warfare techniques, Korea found them pioneering in the tactical use of helicopters. Officers of the Marine Corps Schools had written the first manual of helicopter combat doctrine back in 1947, and the Korean conflict presented a readymade proving ground. Leatherneck pilots proceeded to demonstrate the helicopter's versatility in combat tactics as well as in reconnaissance.

The history briefed here covers 180 years of Marine Corps existence, years which have given the Corps plenty to be proud of. But the men and women participating in the cake cuttings and the birthday balls aren't yet ready to rest on the laurels earned in some 300 landings and innumerable lesser assignments, carried out "by direction of the President."

—Barney Baugh, JO1, USN.



LANDING FORCE detachment of Marines in USS Roanoke (CL 145) stands full battle inspection. Below: Marines descend to landing craft in exercises.



DURING THE 180 YEARS of its existence, the Marine Corps has been one of the world's finest fighting outfits. Today, complete with an air arm and the modern implements of warfare, it is far removed from the early organization—except in its basic job. As in 1775, the prime objective of the Corps is the same—to fight the enemy wherever he may be.

The written mission of the Corps, as stated in official documents today, reads differently from the one laid down by the early leaders of the U. S., but the basic concept is the same, to seek and destroy the enemy and protect the United States and its citizens in time of need.

Sea-Soldiers

The historic battles that Marines have waged in carrying out their missions have filled history pages and newspaper headlines, but a little known incident that illustrates the whole spirit of the Corps, took place in the city of Tientsin, China, in 1927.

Tientsin was surging with political unrest at that time and the many Americans living in the city were in fear of their lives. Their only protection against the many riots and street fights was a handful of U. S. Marines. One evening when a bad riot broke out near the American settlement, a hurry-up call was put through to the Marine barracks, requesting protection.

Shortly after the call the Americans, who were barricaded in their homes, noticed that the square, where the rioting had been taking place, had grown silent. They sent a man out to see if everything was safe. He was also instructed to give the Marines thanks for their speedy assistance.

The man entered the square, but couldn't see a soul. After looking all around he at last located a lone Marine sergeant standing under a tree, his rifle slung over his shoulder. The civilian approached and inquired, "Where are the rest of the Marines?"

"Rest of the Marines?" questioned the sergeant in surprise. "You only reported one riot didn't you? Headquarters only sent one Marine."

Whether or not that story is true, no one can say. However it is a good indication of the esteem in which both the American public and the

men in the Marine Corps hold the Marine Corps. It's a sure bet that the story, and many others like it, will be making the rounds this month as the Corps celebrates its anniversary. However, trying to separate the true facts from the legends about the Marines is like trying to separate black and white marbles in the dark.

Although the highlights of the Marine Corps tradition have come during their wartime service, it is their constant attention to training in peacetime that has produced these exploits. Throughout the U.S., and at every overseas base where Marines are stationed, there is a con-



AMPHIBIOUS TRAINING EXERCISES develop new attack and recon techniques for 'sea soldiers.' Here, copter lands on transport sub *USS Sealion* (ASSP 315).

Train for Multi-Mission Assignments

stant training program that pays dividends when the chips are down.

Every Marine, constantly receives training to keep him qualified for combat duty. Clerks, electronics specialists, needed in a military outfit in this day of atomic warfare, spend regular periods on the firing ranges, operations and maneuvers.

There have been many times when this constant training has paid off. During both World War II and the fighting in Korea there were several instances when cooks and clerks found themselves in the middle of the fighting. When a rifle was put in their hands they knew what it was for, and were prepared for whatever might come over the hill at them.

Typical of the tough and realistic training that the Marine Corps gives its men is that at a cold and desolate outpost high in the Sierra Nevada mountains of California. In sub-zero weather, operating at altitudes more than a mile high, Marines get a six-day indoctrination into cold weather fighting.

The outpost is officially known as the Cold Weather Battalion at Pickel Meadows. Men who went through the camp before going to Korea, were often heard to remark, after their first few weeks in the battle zone, "Gee, it was rougher than this at Camp Pickel Meadows."

The men stationed permanently with the Cold Weather Battalion are all combat veterans and serve as "aggressors," during the trainees' stay in the mountains. They do everything possible to make life miserable for the men going through

the short course, on the theory that they are helping to save their lives. At any time of day or night the aggressors may infiltrate the trainees' camp, or strike at a column of weary Marines as they hike through hip-deep snow.

The trainees live in circumstances similar to those they might find if they ever get into a battle in ex-

treme cold weather. They sleep in sleeping bags under makeshift tents and exist on combat rations during their stay in the mountains. The permanent personnel have it a little better, as they have established a camp with wooden-floored Arctic tents and have their own kitchen, sick bay and headquarters office.

Highlight of the Marines' stay in

Missions of the Marine Corps

These are the duties of the Marine Corps, as a member of the Armed Forces defense team. Based on the National Security Act of 1947 and a statement of the "Functions of the Armed Forces and the Joint Chiefs of Staff" issued by the Secretary of Defense in April 1948, its mission is outlined as follows in the *Marine Corps Manual*:

1. The Marine Corps, within the Department of the Navy, shall include land combat and service forces and such aviation as may be organic therein.

2. The Marine Corps shall be organized, trained and equipped to perform the following missions:

- To provide fleet marine forces of combined arms, together with supporting air components, for service with the U.S. Fleet in the seizure or defense of advanced naval bases and for the conduct of such land operations as may be essential to the prosecution of a naval campaign.

- To provide detachments and organizations for service on armed vessels of the Navy, and security detachments for the protection of naval property at naval stations and bases.

- To develop, in coordination with the Army, the Navy, and the Air Force, the tactics, technique, and equipment employed by landing forces in amphibious operations. The Marine Corps shall have primary interest in the development of those landing force tactics, technique, and equipment which are of common interest to the Army and the Marine Corps.

- To train and equip, as required, marine forces for airborne operations, in coordination with the Army, the Navy, and the Air Force in accordance with policies and doctrines of the Joint Chiefs of Staff.

- To develop, in coordination with the Army, the Navy, and the Air Force, doctrines, procedures, and equipment of interest to the Marine Corps for air-borne operations and which are not provided for by the Army.

- To be prepared, in accordance with integrated joint mobilization plans for the expansion of peacetime components to meet needs of war.



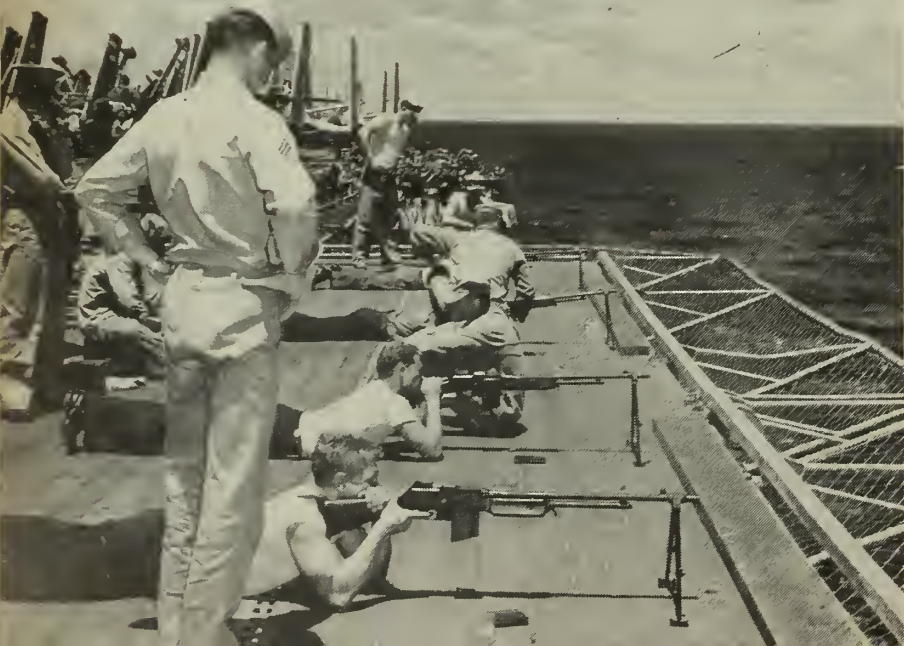
MARINES TAKE TO THE SNOWY HILLS of California to practice mountain-warfare on the icy slopes of the Sierra Nevada mountains at Pickle Meadows.

the mountains comes after the first two days of lectures. Then they don their heaviest cold weather gear, strap on their packs and rifles to take off for a few days of simulated combat in the nearby wilderness. Their first tough test comes shortly after leaving the camp area and involves crossing the West Walker River. The river has to be crossed on ropes, catwalk bridges and monkey lines that the trainees must put

up under simulated war conditions.

With the temperature hovering well below the zero mark, a fall into the river poses a constant threat as the men make their way across the fragile bridges. Almost without exception, each class sees one of their number miss a step and splash through the ice into the cold water. There are corpsmen standing by to get the unfortunate into warm clothes and make sure he doesn't

MARINES PASS THE WORD on the use of the BAR to whitehat members of the ship's landing party while at sea on board carrier *USS Yorktown* (CVA 10).



receive any lasting injury, but the men who do slip serve as an excellent object lesson to the others who are waiting their turns to hit the ropes and make their way across the freezing water.

Once on the other side of the river the trainees get a taste of climbing. They start at about 6800 feet and must climb to nearly 10,000 feet, always on the alert to repulse an attack that might come their way from the aggressors, who are as much at home in that part of the country as the average Marine is on the firing line.

At any moment along the way a machine gun may start chattering as the white clad aggressors spring an attack from their snow-camouflaged positions. Charges go off nearby, indicating that the troops are under artillery attack and the whole scene is like a battlefield. However, the aggressors are using blanks and the charges are located in a position where there isn't any danger of anyone getting hurt.

Should the trainees capture one of the aggressors, he plays the part of the enemy to the hilt. He understands no English and is generally uncooperative. The aggressors attempt to hide several weapons on their persons and should the man who captured them fail to find one of the extras, it is whipped out at a crucial moment and the company commander "shot."

Once the trainees have reached their objective high in the mountains, and have established a command post, they settle down to constant bedlam as the aggressors pull out all the stops. If the unit relaxes for a moment there may be a quick swish as one of the instructors comes whizzing in on his skis and disarms the unwary, or drops a "grenade" where it will do the most damage. At night, the aggressors enjoy sneaking into camp and painting the face of a sleeping Marine with a purple concoction that takes several days to wear off.

By the time the training is over the students are a tired and weary bunch, but they are prepared for any fighting they might have to face in extreme cold climates.

The cold weather training is a small facet of the over-all training program being carried out by the Marine Corps today. Most of the training is far removed from the mountains and aims at training Ma-



PRACTICE MAKES FOR PERFECT landings as the latest in jets, FJ-2 *Furies*, give cover to Marine infantrymen.

ricanes to storm beaches, for amphibious warfare is the bread and butter business of the Marine Corps.

On both coasts of the U. S. and at various beaches in the Pacific, Atlantic and Mediterranean, there is almost constant traffic coming in from the sea as the Marines, supported by and in conjunction with the Navy, stage realistic landings.

The helicopter and atomic weapons have done much to change the strategy and tactics of amphibious warfare since World War II and these practice landings provide the best available method of working out the kinks that develop along the way.

Such new developments as pinpoint close air support for the troops ashore have become an accepted fact in the Marine Corps today, but it takes constant practice with planes and men to keep the Corps at the top in efficiency.

The practice maneuvers and training operations are backed by thorough schooling given at various posts of the Corps around the country. However a great deal of the schooling is administered at what has often been referred to as "the heart of the Corps," Quantico, Va.

At Quantico the Marine Corps schools turn out the technicians and leaders needed for a hard fighting, tough combat outfit like the Marines, and it's an old Corps belief that, "sooner or later every career Marine goes through Quantico for a tour of duty."

There is a lot of "troop and stomp," at Quantico in addition to school books, and seldom does a man leave Quantico without being a more learned man and one better equipped to do his job in the Corps.

A look at the training schedule for the Marine Corps, for any one year, might cause an outsider to think there isn't time for Marines to do anything else, but it just isn't so. In addition to the training the Marine Corps has, a large portion of its men are engaged in "spit and polish," jobs the world over.

U. S. embassies, in countries all over the globe, sport an elite Marine Guard which has the job of protecting the Americans in that country as well as guarding the embassy. Capital ships of both the Atlantic and Pacific Fleets carry portions of the Fleet Marine Force, which serve as both an honor guard for special events and a nucleus for landing parties in the event of an emergency.

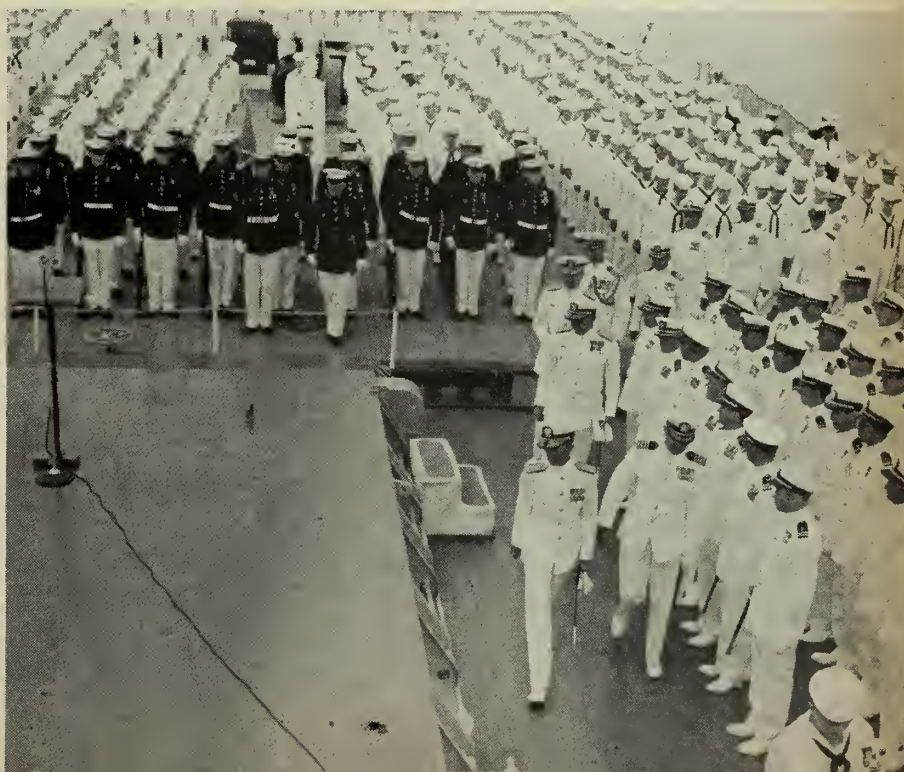
ties in the event of an emergency.

Any large naval base has a Marine barracks as a security measure and in the field of aviation the Marine Corps is well represented both at sea and ashore.

Wherever you find the Marines you can be sure of one thing—that they will be one of the proudest outfits and one of the roughest in time of battle. This attitude is generated in part by the "esprit de corps," a trademark of the Marine.

Wherever you find the Marines, you'll find the Navy and you can be sure that this month the Navymen will be tipping their hats to their partners and wishing them a very happy birthday.

LEATHERNECKS ATTACHED TO the heavy cruiser *USS Macon* (CA 132) stand inspection with ship's crew on fantail during change of command ceremonies.



Organization of the U.S. Marine Corps

WHILE EVERY NAVYMAN knows that the U.S. Marine Corps is an integral part of the sea service's defense and offense team, the sailor may not be too familiar with the organization of the Corps itself. Briefly outlined on the accompanying pages is a chart illustrating the organization of the U. S. Marine Corps.

The Commandant, General L.C. Shepherd, Jr., commands and is responsible for the efficiency, administration and readiness of the U.S. Marine Corps. (On his retirement early next year he will be succeeded by Lt. Gen. Randolph Pate.) He is directly responsible to the Secretary of the Navy and on matters concerning the Marine Corps he offers advice and assistance to the SecNav in setting up policies and procedures concerning the Corps.

When the Joint Chiefs of Staff are considering any matter which directly concerns the Marine Corps the Commandant has co-equal status with the members of the JCS.

The Commandant directs the smooth administration of the Corps through the assistance of his staff offices located in Washington, D.C. which make up the Headquarters of the U.S. Marine Corps. However, the bureaus and offices of the Navy Department also provide certain services for the Marine Corps, just as they do for the Navy. For example, medical services are provided for the Marines by the Bureau of Medicine and Surgery, while the Office of the Judge Advocate General provides certain legal advice and legislative services to the Marine Corps units. The Chaplain Corps of the Navy also provides spiritual guidance to the Marines.

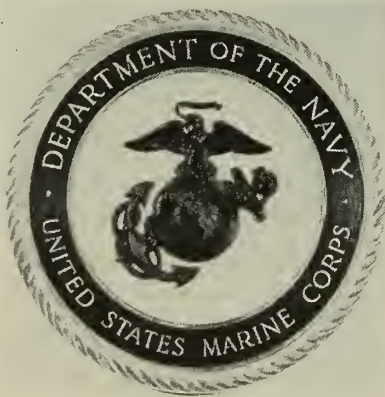
Further example of the Navy-Marine Corps teamwork is the services the Marine Corps provides in turn for the Navy, such as the security detachments for the protection of bases and stations of the Navy units and for service on Navy vessels. Also Marine Corps personnel are assigned to duty with those bureaus and offices that perform significant services for the Marines.

Fleet Marine Forces

The major elements of the Operating Forces of the Marine Corps are normally assigned to the *Fleet Marine Forces*. The Fleet Marine Forces are usually assigned to the

operational control of the Chief of Naval Operations, who may then further assign them to the Atlantic or Pacific Fleets. The Fleet Marine Forces consist of a balanced force of land, air and service elements of the U. S. Marine Corps.

The Fleet Marine Forces, which have been in existence since 1933, include air and ground tactical units of the Marine Corps. Within the structure of the Fleet Marine



Official Seal of Marine Corps

Forces, the integration of air and ground elements makes it easy to form special air-ground task forces tailored to meet the specific needs of an emergency. The FMF is a flexible, mobile and integrated force of ground and air elements comprising a single weapons system which complements the other weapons systems available to the Fleet commander. In addition, the self-supporting character of the Fleet Marine Forces enables it to perform virtually any military mission ashore required to assist a Fleet operation.

In the air, Marine pilots fly most of the same type aircraft used by Navy pilots, except for some patrol craft. Marine aviation is primarily "close-support aviation"—a weapon that is as vital a part of the air-ground Fleet Marine Forces team as are the artillery and infantry. Marines have been the pioneers in the use of the helicopter and their heroic use of the whirlybird in the Korean conflict for evacuating wounded is unprecedented in the history of aviation. All combat units are equipped with carrier aircraft and all units are trained for carrier operations and rotate on that duty.

Security Forces

Marine Corps Security Forces provide internal security and local defense at more than 120 military activities of the Navy's Shore Establishment at home and abroad. In addition, security detachments are provided for Navy Special Weapons Storage Sites, for certain Armed Forces Special Weapons Project Storage Sites and National Security Agency installations.

State Department Guards

On request by the Secretary of State the Marine Corps assigns Marines for duty as State Department guards serving at 86 Foreign posts in 74 Foreign countries. These guards are specially selected and given special training prior to their assignment because of the nature of their work and their role as representatives of the American people.

Forces Afloat

Aboard ship the Marine detachments are a regular part of ship's company. The commanding officer of the ship's Marine detachment, although not a department head, occupies a somewhat similar position with respect to the administration of the Marines on board in matters pertaining strictly to the Marine Corps. In a dual role, he is also one of the division officers of the gunnery department.

The Marine detachment commander is responsible to the ship's captain for the efficiency of his department and submits payrolls, muster rolls, and promotions of men in his detachment to the skipper in addition to accounting for all Marine Corps property aboard ship.

All permanent or standing orders for sentries aboard ship are approved by the skipper and pass through the Marine detachment commander. When necessary, the officer of the deck sometimes gives special orders to the Marine sentries but such orders are communicated to the sentries by the sergeant or corporal of the guard.

Marine Corps Supporting Establishment

That part of the Marine Corps which corresponds to the Shore Establishment of the Navy is the *Marine Corps Supporting Establishment*. It includes the Marine Corps Recruit Depots, the Marine Corps

Schools, the Marine Corps Recruit-ing Service, Marine Corps supply installations and various Marine bar-racks and Marine Corps air stations.

The Marine Corps Recruit Depots are located at Parris Island, S. C. and San Diego, Calif. After recruit training all new Marines receive advance combat training at Camp Lejeune, N. C., or Camp Pendle-ton, Calif. Following this training certain Marines will go to specialist schools operated by the Marine Corps. In the case of those selected for training in aviation or electronics they are sent to Navy schools.

Since the early 1940s Camp Lejeune and Camp Pendleton have been the training centers and man-uever areas for both individual and small units.

With the formation of infantry training battalions a heavier concen-tration on individual training came about and Camp Pendleton acti-vated two training regiments. Camp Lejeune followed suit with the for-mation of its First Infantry Training Regiment in November 1953.

The mission of the infantry train-ing regiments is to provide thorough basic training for "recruit graduates" in the principles of individual com-bat with primary emphasis on field training. This includes teaching the new Marine to shoot his rifle under field conditions and to deliver effec-tive fire on the enemy while working with other members of his fire team and squad. In addition, he learns to move properly under combat con-ditions making the most of cover and concealment. (For a description of Marine training see page 26.)

Marine Corps Schools

The Marine Corps Schools at Quantico, Va., is the seat of formal professional schooling for officers and the principal agency for the devel-opment of tactics, techniques and equipment for landing forces as well as providing specialized schools for enlisted Marines.

Established in the District of Columbia in 1891 as a School of

Application for second lieutenants it was reorganized at Quantico after World War I to meet the require-ments of modern warfare. Later, during World War II the training facilities were expanded tremen-dously.

To carry out its mission the Ma-rine Corps Schools are organized into two major components, the Marine Corps Educational Center and the Marine Corps Development Center.

The Educational Center trains officers of the Marine Corps, and of the other services and allied countries in all aspects of amphib-ious warfare. The Development Center develops landing force mat-ters of joint-service interest while continuing to keep the tactics, tech-niques and organizational concepts of the landing force under review. New equipment is continually be-ing tested and evaluated.

There is a school for indoctrina-tion and instruction in fundamental military subjects. Here, basic in-fantry tactics are taught in addition to the study of the limitations, capa-bilities, characteristics, marksmanship and techniques of the latest weapons.

After graduation from the Basic School, the young officer is normally assigned to duty in a unit of the Fleet Marine Forces or a detach-ment aboard ship where he puts his Quantico training into practical ex-perience. Depending upon the Ma-rine Corps requirements at the time of their graduation, some Basic School graduates may be assigned directly to a specialist school for a course of formal instruction.

Specialist schools include the Communications Officers' School, the Ordnance School and the Aerial Observers School, all located at Quantico. For training in the special-ist fields not represented in the Marine Corps Schools system, per-sonnel are sent to appropriate Navy or Army schools. There is also an Extension Division which offers cor-respondence courses for Marine Corps Regulars and Reserves.

The Marine Corps officer is pro-vided with a progressive, professional military education that is stretched over his entire service career. During this time he may attend outside schools, such as the Armed Forces Staff College and the National War College in addition to those schools maintained by the Marine Corps itself.

Marine Corps Reserve

The Marine Corps Reserve or-ganizations, both ground and air, parallel that of the Naval Reserve. Although infantry battalions and fighter squadrons make up a large percentage of the organized units of the Reserve, an adequate number of specialist units, such as air con-trol squadrons, artillery, tracked ve-hicle, engineer and communications organizations are also important parts of the Reserves.

Based upon experience in past wars, the Marine Corps Reserve is looked upon largely as a means of affording peacetime training, for rapid mobilization if needed, as well as units to transport personnel to mobilization points in an emer-gency. In times of national emer-gency the "Reserve-Regular" distinc-tion as separate organizations ceases to exist, and as in 1940 when the Marine Corps Reserve was fully mo-bilized, all hands become for the duration simply "Marines."

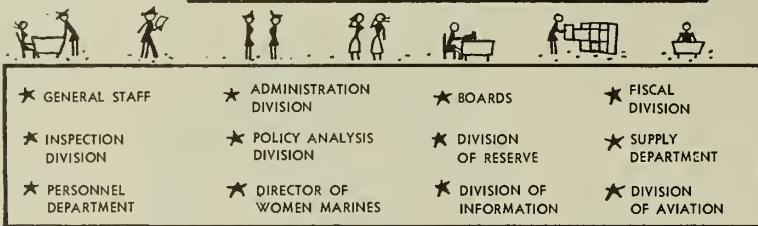
The Marine Corps Women's Re-serve was established on 13 Feb 1943. This organization accom-plished its wartime purpose of re-leasing male Marines for combat duty by filling 87 per cent of the enlisted billets at Marine Corps Headquarters and nearly half of the assignments at major continental posts and stations. Many Women Reservists also served in Hawaii. Most of the women performed cler-ical duties but other typical assign-ments were to motor transport, avia-tion control towers and instructional billets. Legislation enacted in 1948 provided for a Regular Component of women in the Marine Corps sim-ilar to the Navy's WAVES.

SHOULDER PATCHES of the six Marine Divisions of WW II, no longer worn, are shown in consecutive order.





NAVAL PERSONNEL
ATTACHED TO U. S. MARINE CORPS

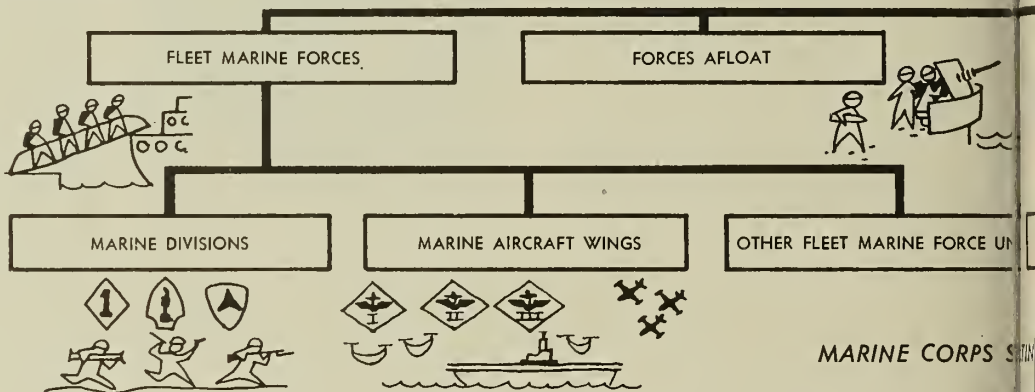


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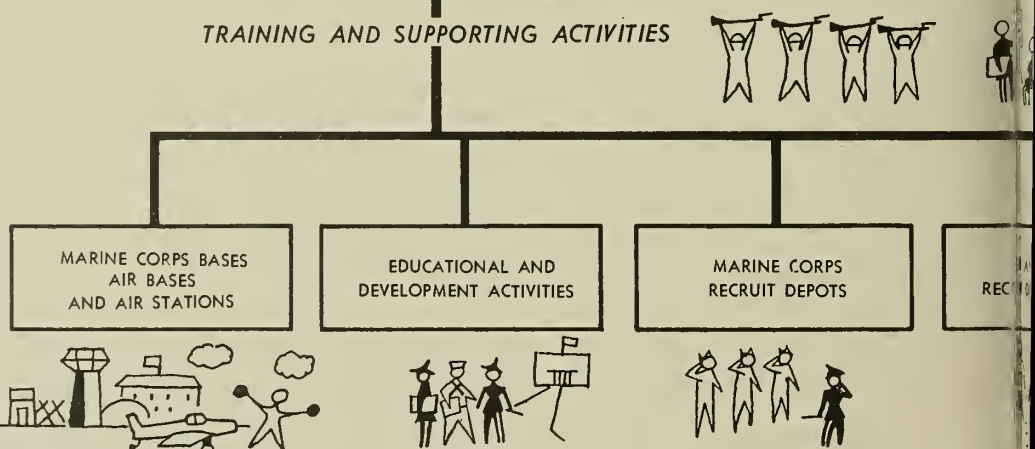
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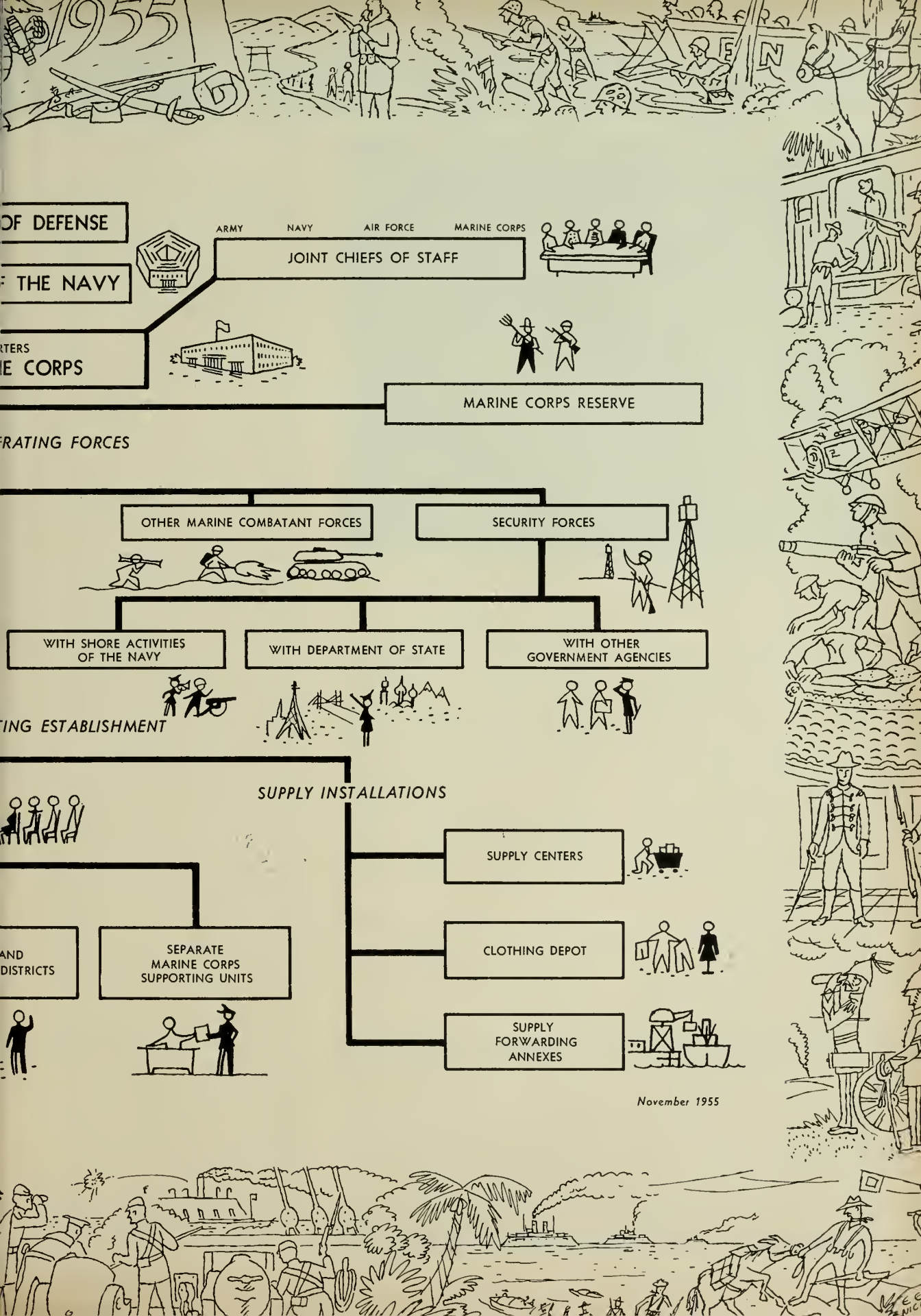


TRAINING AND SUPPORTING ACTIVITIES



Prepared by ALL HANDS Magazine





OF DEFENSE

THE NAVY

RTERS
E CORPS

PERATING FORCES

TING ESTABLISHMENT

AND
DISTRICTS



ARMY

NAVY

AIR FORCE

MARINE CORPS

JOINT CHIEFS OF STAFF



MARINE CORPS RESERVE

OTHER MARINE COMBATANT FORCES

SECURITY FORCES

WITH SHORE ACTIVITIES
OF THE NAVY

WITH DEPARTMENT OF STATE

WITH OTHER
GOVERNMENT AGENCIES



SUPPLY INSTALLATIONS

SUPPLY CENTERS

CLOTHING DEPOT

SUPPLY
FORWARDING
ANNEXES

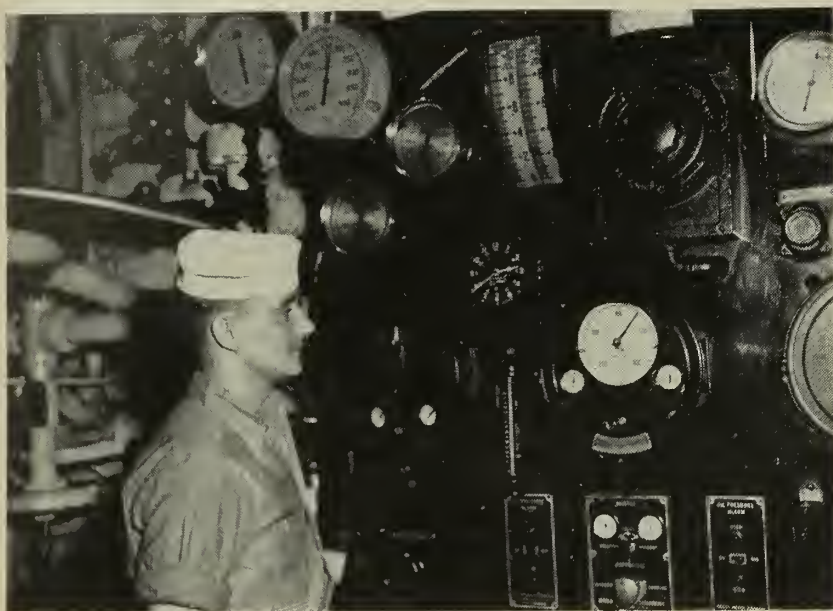
SEPARATE
MARINE CORPS
SUPPORTING UNITS



November 1955



TODAY'S NAVY



KEEPING HIS EYE on the gauges is L. G. Malcomb, BT3, USN, while standing watch on board USS *Aldebaran* (AF 10) whose home port is Norfolk, Va.

Naval Parachute Unit

Over the desert area near El Centro, Calif., a parachute rigger stepped into the air from an R4D. Three minutes later he was on the ground, successfully completing the 10,000th parachute jump performed by men of the U. S. Naval Parachute Unit.

The Naval Parachute Unit is part of the Department of Defense Joint Parachute Test Facility, aboard the U. S. Naval Auxiliary Air Station, El Centro, Calif., and is concerned with the testing and developing of all types of parachutes and other aircrew survival equipment.

These 10,000 premeditated, free-fall jumps have run the gamut of airspeeds from a hovering helicopter to approximately 400 knots through the escape chute of an F3D, and

have included such conditions as deliberate 8000-foot-delay free fall before the parachute opened. Ejections from modified JD-1 and TV-2 aircraft, and water landings in the Salton Sea and the Pacific Ocean under both calm and high wind conditions are but a few of the other tests conducted in the course of development of such items as automatic safety belts, exposure suits, life jackets and parachute components. Here, the equipment you will use in the future is proved by actual use.

CWO L. T. Vinson, USN, on his second tour as Jumpmaster of the Parachute Unit, has made 470 of the jumps, and Peter A. Ilao, PR1, USN, on the unit's 10,000th, was making his 141st jump.

News of Navy Ships

You probably know by now that *uss Constellation* made her last cruise in August—almost 158 years after her launching on 7 Sep 1797. That cruise (see page 43) consisted of a voyage from Boston to Baltimore in a floating drydock and a short haul in Baltimore harbor between two tugs. She was then ready for her final berth—"drydocked" in a bed of gravel as a tourist attraction at Fort McHenry National Monument.

From a realistic point of view, *Constellation* is a pretty beat-up relic of "wooden ships and iron men" days, while her vital statistics—42-foot beam, length of 176 feet from sternpost to knightshead, 21-foot draft—make her sound like a yard craft in today's Navy.

Even so, *Constellation's* shadowy crewmen (if their interests are the same as those of today's Navymen) can lay claim to a couple of "firsts." Their ship was 1) the first man o' war built and commissioned by the U. S. Navy; 2) the first Navy ship to have a specially-trained crew; and 3) the first ship on which U. S. Marines served.

Turning to the modern Navy we find *uss Forrestal* (CVA 59) a full-fledged member of the Fleet. By way of contrast the carrier has a 3500-man crew, while *Constellation* carried a crew of 309. Meanwhile, keel-laying ceremonies in New York have signaled the beginning of *uss Independence* (CVA 62), the fourth of the giant carriers. *uss Saratoga* (CVA 60) has been under construction at the New York yard since December 1952, and a third "giant," *uss Ranger* (CVA 61), is under construction in Newport News.

Forrestal's commissioning ceremony climaxed more than three years of construction work. Her keel was laid in July 1952, and she was launched in December 1954. The 1036-footer was berthed at a fitting-out pier in Newport News for installation of catapult, electronic and other types of equipment. Nearly 60,000 tons of metal have gone into the carrier, while her 252-foot beam is enough to hold the liners *United States* and *America* side by side.

YESTERDAY'S NAVY



On 10 Nov 1864 a naval force from *uss Lancaster* in a surprise raid captured a party of Confederate officers and men on board the American passenger steamer *Salvador* off the coast of Panama. On 27 Nov 1855 to protect the lives and property of U.S. citizens during an uprising at Montevideo, Uruguay, a detachment of Marines and 100 sailors was sent ashore from *uss Germantown*. On 12 Nov 1900 U.S. gunboat *Bennington* covered the landing of troops at Borongon, Samar, in the Philippine Islands, in an effort to keep citizens from burning the town, in an insurgent uprising.

Other carrier news includes the following:

- **uss Randolph** (CVA 15) has moved into Norfolk Naval Shipyard for a period of revamping which is expected to extend into February 1956. Major points in her overhaul will be the addition of the Navy's new angled deck and enclosed "hurricane bow." "Randy's" conversion will be the first for the Norfolk yard, the second to be undertaken on the East Coast.

- **uss Bon Homme Richard** (CVA 31) is being recommissioned at San Francisco Naval Shipyard, as a climax to 30 months of extensive modernization and conversion which included the modern bow, angled deck and steam catapults.

- **uss Lexington** (CVA 16) has also donned the "new look" and rejoined the Fleet. She was recommissioned at Puget Sound Naval Shipyard after 22 months of modification work. Previously, she was a member of Bremerton's "mothball fleet."

- **uss Ponchatoula** (AO 148), another of the Navy's *Neosho*-class oilers, has been launched in Camden, N. J. She is the sixth of the class to be launched. Her name comes from a river in Louisiana. Other oilers of the class are **uss Neosho** (AO 143), **Mississinewa** (AO 144), **Hassayampa** (AO 145), **Kawishiwi** (AO 146) and **Truckee** (AO 147). **Kawishiwi** is currently being fitted out at the Philadelphia Naval Shipyard. **Ponchatoula** and her sisters are 655 feet in length, with an 86-foot beam and displacement of 40,000 tons. They are designed to carry 28,000 tons of oil and are served by a crew of some 300 men.

Submariners are forging ahead under "atomic power," with the keel having been laid for a third nuclear-powered submarine and a contract let for development of a reactor suitable for a "small" submarine—Fleet-type subs displace some 1700 tons, compared to 2900 tons for **uss Nautilus** (SSN 571) and 3200 tons for **uss Seawolf** (SSN 575).

A final note for submariners who knew **uss Mingo** (SS 261). Mid-August ceremonies marked her loan to Japan, under provisions of the Mutual Defense Assistance Program. She will be used in anti-submarine detection and tactics by the Japanese Maritime Self Defense Force.

Getting down to the common man's Navy—the "tin cans" and "buckets" that make up the greater



'BIG JAY' EASES out of Norfolk with help of harbor tug. **USS New Jersey** (BB 62), one of three BBs on active duty, was headed for Europe training cruise.

part of our Fleet—the usual changes are in evidence.

- **uss Rhodes** (DER 384) and **Calcaterra** (DER 390), World War II destroyer escorts which have been in mothballs since 1946, are being returned to the Fleet as radar picket escort vessels. For their new duties the 1200-ton vessels have been fitted with a large amount of radar and other electronics equipment, and their superstructures greatly modified. Modification work on the pair was done at Portsmouth, after the ships had been towed from the Atlantic Reserve Fleet unit at Green Cove Springs, Fla.

- Thirteen WW II destroyers have been returned to that designation after several years as high speed minesweepers (DMS). The thirteen (with their new classification): **uss Fitch** (DD 462), **Gherardi** (DD 637), **Mervine** (DD 489), **Quick** (DD 490), **Carmick** (DD 493), **Endicott** (DD 495), **McCook** (DD 496), **Davison** (DD 618), **Thompson** (DD 627), **Cowie** (DD 632), **Knight** (DD 633), **Doran** (DD 634) and **Earle** (DD 635). **Fitch** and **Gherardi**, the only two of these craft recently on active duty, have been slated for inactivation at Charleston.

Deactivation is also underway or coming up for the troop transport **uss Sarasota** (APA 204); the attack cargo ships **Whitley** (AKA 91) and **Libra** (AKA 12); while **Pochard** (MSF 375) has already been accepted into the "zipper fleet." Other inactivations include **uss PCE 892**,

Chase County (LST 532) and **Ches-terfield County** (LST 551).

Closing this roundup of ship news with another wooden hull is particularly appropriate, since this one is flying a 32-foot "homeward bound" pennant studded with nine stars. The ship is **uss Waxbill** (MHC 50), ex-AMCU 50, ex-AMS 39, ex-YMS 479—and built on a PCS hull. Name changes aside, **Waxbill** is the same craft that headed for Korea in February 1951 and accounted for 24 mines during her patrols. The nine stars on her pennant represent **Waxbill's** 55 months outside the continental limits of the U. S., one for the first year and one for each succeeding six-month period. The length indicates that 32 of her 36-man complement have been away from the U. S. for more than one year.

Good Crew, Excellent Record

Many Navymen receive a Good Conduct Medal, but when 43 men receive the award at the same time and on the same ship it calls for special recognition.

In a special ceremony aboard **uss Southerland** (DDR 743) at Pearl Harbor, T. H., 43 crewmen were awarded the Good Conduct Medal by their skipper, Commander P. B. Armstrong, USN.

At the time the awards were presented **Southerland** was in Hawaii en route to the Far East where she is currently operating out of Yokosuka. She is scheduled to return to home port of San Diego, in February.



'BALANCING ACT' between Navy Cutlass and AJ-2 during refueling in flight calls for split-second timing.

Anti-Sub Sentinels

One of the most famous messages to come out of World War II was the terse dispatch, "Sighted sub, sank same." Today Anti-Submarine Squadron 27, NAS Norfolk, is fixing to do just that if the opportunity presents itself.

Principal reason for its hopes is delivery of the S2F-1 *Sentinel*. These planes represent a big step forward in anti-submarine work as they combine in one unit the hunt and kill features of other aircraft. Previously the squadron's planes were required to work in pairs, one loaded with electronic equipment to locate the undersea raider and the other with depth bombs and guns to take care of the lethal end of the job.

However, the new *Sentinels* require a pilot, co-pilot and an additional crewman to handle the vari-

ous types of detection gear. At the time of delivery of the planes, few of the air crewmen had experience in that type of work. There wasn't time to send a great number of the men off to school.

The squadron decided that the solution to the problem lay right at their front door and immediately set up its own squadron training course to meet the new situation.

In the special three-week ground course, the students are exposed to survival techniques, communications procedures, aircraft recognition, radio procedure, code reception, aircraft familiarization and navigation. In addition, the instructors, all of whom are experienced ASW men, have developed a curriculum which includes radar, electronic countermeasures, magnetic airborne detection and sonobuoys.

When the students have completed those three tough weeks they then complete 12 practice flights, in which they are required to detect and locate successfully specific objects on the various types of equipment they have studied.

Completion of the 12 flights doesn't qualify them for the coveted designation of aircrewmen, for they must then undergo actual carrier operations and check out satisfactorily under simulated battle conditions before they can wear the wings.

The program has resulted in a total of 52 crewmen ready to go to work on the S2F-1 when the change-over is completed. Many of them have already been on missions in the new plane and returned with "kills" recorded. They were just simulated "kills," but like their predecessors, they are ready to "sight subs, sink same," if called upon.

—Joe Kimbrough, JO3, USN.

Glamor Girl Is Ten

Glamor girls usually steer clear of celebrating their own anniversaries and mentioning persons and places with dates attached—how else can they keep their age a secret? *USS Los Angeles* (CA 135) is a different type of "lady," however.

She never really cared about being called "glamor girl of the Pacific Fleet"—the people of the city and county of Los Angeles, Calif., who subscribed the money for her building gave her that nickname. Them being the facts, man, "LA" was proud to note a tenth anniversary in her memory book, just one more incident in a career which has included "flower show" visits to such fancy ports as Santa Barbara, Calif., and Portland, Ore.; participation in events like the Seattle Seafair; and the entertainment of guests ranging from ROK President Syngman Rhee to Hollywood movie stars such as the glamorous Elizabeth Taylor and Bob Hope and dozens of other VIPs from the West Coast.

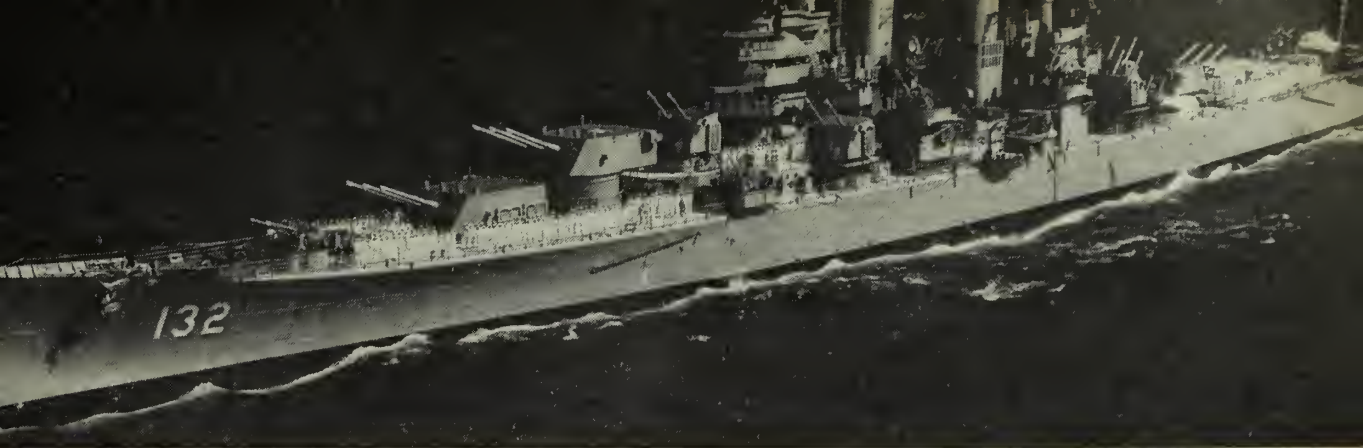
"CA 135," as she's known to *musumes* in Yokosuka and Sasebo, began with a World War II bond drive—which raised enough to build four destroyers in addition to this *Baltimore*-class heavy cruiser. Although commissioned too late for action in that war, she did pull duty in the Far East before joining the mothball fleet at Hunters Point, San Francisco.

Recommissioned in January 1951, *Los Angeles* made two cruises during the Korean war, firing a total of 25,000 rounds of ammunition in support of UN operations and performing such "incidental" jobs as rescuing downed fliers, furnishing hospital facilities for injured allies, and collecting food and clothing for war orphans. Two hits by Red shells during the second cruise did little more than hurt the "glamor girl's" feelings.

Los Angeles was at sea on her fourth Far Eastern cruise when her tenth anniversary rolled around, and her celebration was delayed three days by operations with Task Force 77. Even so, she managed a first class fantail celebration, complete with boxing, "amateur" performances and a concert by the ComCruDiv FIVE band. A specially-baked cake, topped by a replica of the cruiser, highlighted the refreshments which followed the funmaking.



GO AHEAD SIGNAL is given a Panther jet by plane director on board carrier USS Kearsarge (CVA 33) a jet taxis to be spotted for catapult launching.



ALL HANDS MUSTER top side for change of command ceremonies as new skipper takes over USS Macon (CA 132).

Weather-Tracking Radar

Now that the U.S. Navy is putting the finishing touches on a new weather-tracking radar set at its Fleet Weather Central in Yokosuka, Japan, more rapid and accurate tracking of typhoons and storms, and better predictions of other severe weather conditions in the Japanese area will be possible.

Before the installation of the new radar set, the Navy relied on observations made by aerial reconnaissance and reports from ship and shore units for its weather information.

With the new radar set Navy weathermen will be able to pinpoint the center of a typhoon or storm as far away as 200 miles with seldom more than a five-mile error.

The weather-tracking radar will enable observers to keep a continuous check on the path of a typhoon. Earlier, if the storm altered its course or speed, the change might not have been detected for several hours.

The new radar will also pick up and register the location of rain clouds, which will be of considerable aid to flight planning in the Yokosuka area.

Pertinent weather data collected by the radar set will be relayed to all naval ship and shore units in the vicinity. The information will also be made available to the other armed services and Japanese meteorological stations through the weather teletype communications system.

Five such radar sets have been or are in the process of being installed throughout the world. A radar installation similar to that in operation at Yokosuka has been installed at Guam on the top of the island's second highest mountain peak.

Navy Lends Hand in Polio Battle

"The Navy's interest in being a good neighbor" in every community in which it resides was demonstrated again during the recent polio epidemic which struck Greater Boston. Men, women and machines were dispatched by the First Naval District to fight the disease.

The first call issued by health authorities was for "Iron Lung" respirators, and the Navy responded with more than a dozen. When the shortage of nurses became acute, 1st ND headquarters asked Washington for help and five nurses were sent from short-handed Navy hospitals.

But by far the greatest and most spontaneous response has been the voluntary contributions of enlisted men and women of the Navy and Marines, and Navy wives and mothers. More than 20 such volunteers spent their free hours in polio wards at Massachusetts General Hospital, and uncounted others at Boston City, Haynes Memorial, Boston Floating and Children's hospitals.

Worth 10,000 Words

Ever heard of aileron boost control system?

Until Eugene L. Wright, AM1, put his mind to one, it was considered to be a complex maneuvering aid in aircraft.

Wright, an instructor in AM "A" School at Memphis Naval Air Technical Training Center, found his students were having difficulty understanding the mechanism.

Explanations went something like: "Control stick movement is transmitted to the forward or inner idler assembly by the push-pull tube. Movement of the inner or forward idler assembly causes the forward

end of the beam to move with the idler..."

And so on. You've read similar material.

Something was needed to clarify this description. The answer was a visual reproduction of the system.

On a plywood board, Wright mounted a mechanical linkage unit of plastic, a control stick and a metering valve. He connected all three and colored the linkage beam red.

To complete the system, he coupled the actuating cylinder to the metering valve with hydraulic lines, and mounted an aileron at the bottom of the board. With the movement of the stick, the aileron worked.

Wright's aid filled the gap between instructor and student. The complex system was no longer complex.

Wright built the entire aid, except for the plastic mechanical linkage unit, from scrap metal and salvaged parts. The job took him 40 hours.

USS DES MOINES (CA 134) points her bow toward Lisbon, Portugal, as crew members await liberty ashore.





A. Arruda, YN2



LTJG Bud Wiser



Dorothy Stowe, PN3



E. Rodifer, AN



Velvet Quartet



Al Mason, CTSN



Turntable Routine



M. Brill, DT3



G. Ensign, HM2



B. Kaminsky, MU3



ENS Ted Forte



Eslun Chin, SN

All-Navy Talent Contest Winners Highlight

ONE OF THE greatest varieties of talent ever seen on a Navy stage assembled in New York when sailor-showmen, selected by their shipmates throughout the Fleet, arrived for the final eliminations in the second All-Navy Talent Contest.

This year's finals were held in the auditorium at St. Albans Naval Hospital. More than 950 patients, staff members and guests of the hospital (located in Long Island) watched two hours of top notch entertainment, ranging from comedy pantomime to instrumentals to biblical recitations.

Sole requirement for entry in this sea-service talent hunt was active duty status. Whether a performer was strictly an amateur or had appeared professionally was not considered, if his local judges considered him good enough to take part in the competition.

Competition was so close among the contestants that even the applause meter, used to determine the winner, was baffled. Finally, rather than break the tie, it was decided that there would be co-winners of the contest.

Jack Imel, SN, USN, of USS Dixie (AD 14), and Andre Moreau, SA, USN, of NTC Bainbridge, Md., tied for first place. Emmett Rodifer, AN, USN, of VC 62 at NAS Jacksonville, Fla., was chosen third.

Moreau, who only a week before had been graduated from recruit training at Bainbridge, sang "The

World Is Mine Tonight" for his winning number. The tenor vocalist's previous experience included singing the lead in Kurt Weill's "Down in the Valley" and as guest soloist at "The Riviera Music Festival" in New Hampshire and with the Salem, Mass., Philharmonic.

Jack Imel, drummer in USS Dixie's band, played "China Town" on the marimba and did a tap dance to share first place on the All-Navy Talent Contest. Imel is a veteran contestant, winner for two years on the Horace Heidt program before entering the Navy and a recent winner of the television show "Chance of a Lifetime."

Third place Emmett Rodifer, AN, USN, of VC 62, did a hilarious comedy pantomime of the song "Cry" as done by Johnny Ray. Rodifer, who listed himself on the data sheet as an 'aerial typist' because of his job as yeoman to the squadron's leading chief, was one of the four returning contestants from last year's finals.

The other three contestants who returned to the finals for the second time were Eslun Chin, SN, USN, of the COMTHREE Communications Station, who did a tap dance, comedian Bob Kaminsky, MU3, USN, of the Great Lakes Band, and Marge Anderson, SN, USN, of NAS Norfolk, Va., who did a comedy pantomime to the song "Dance With Me Henry."

The second All-Navy Talent Contest got underway with the Bo'sun's



T. Johnson, EM3



A. Gordon, SA



G. Slavek, YN3



K. Sumner, HM3

Bigtime with Top-Notch Variety Show

Chorus from the cruiser *uss Pittsburgh* (CA 72) piping the Master of Ceremonies, Mr. Lee Kaye, to the mike. The pipers consisted of Carl F. Stenzel, BM1, usN, Dewey M. Tindell, BM1, usN, Harvey H. Smith, BM2, usN, Frank Scofield, BM2, usN, and George M. Thompson, BM3, usN. Sharing the MC duties with Mr. Kaye was Ensign Sheila O'Donnell, usNR, Assistant Special Services Officer for Com THREE.

Just about any one of the 31 acts on the contest could possibly have been selected the winner—the talent was that good. Wayne Jure, PN3, usN, of the San Diego Receiving Station, was tremendous with his piano rendition of "Slaughter on 10th Avenue."

Marine CPL Herbert Ohta received a big hand for his version of "Malaguena" played on the ukulele. Lieutenant (junior grade) Bud Wiser, usNR, gave a comedy monologue from Hamlet, based on Spoonerisms, that had the audience in stitches. Martin Brill, DT3, usN, of the Navy Department Dispensary came on with a comedian act and followed up with a well presented folk song.

The Velvet Quartet, of Ralph Aiken, SN, usN, Willie Gaines, SN, usN, Thomas Prater, YN1, usN, and John Thoroughman, SA, usN, from the Bremerton, Wash., Naval Barracks, sang "Most of All" to the enjoyment of the large audience. The other quartet in the contest, from the First Marine Division, consisted

of PVT Charles MacDonald, PVT Francis Dandridge, PVT Reginald Lrakins and CPL Leo Wilson.

There were two combos in the contest, both of the country music variety. From MSTs in Kodiak, Alaska, came the Swing Hillbilly Trio of Henry Woolf, FN, usN, Horatio Olive, YNSA, usN, and Donald Baker, MM2, usN. Doing excellent imitations of some of the better-known country music singers were SGT Bill Bodoford, SGT Charles Escoe and CPL Santiago Montes, all from MCRD Parris Island, S.C.

Besides trying to win the All-Navy Talent Contest, the performers were giving it all they had in hopes of being selected for tryouts for the Ed Sullivan "Toast of the Town" television variety show. Co-producer Marlo Lewis and his staff selected 17 performers. Unfortunately, only hours before the Navy talent was televised throughout the country, time limitations forced the elimination of two of the acts.

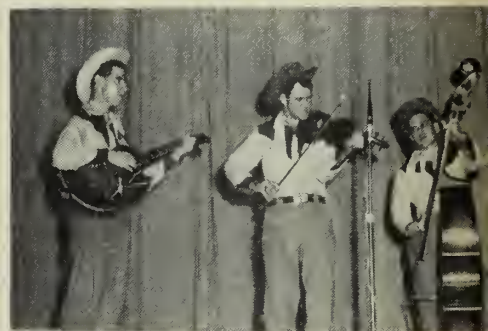
The Armed Forces Screen Magazine, a joint armed services movie producing agency, selected six Navy acts that were filmed and will be included in a movie featuring the top entertainment talent from the Army, Navy, Marines and Air Force.

The 44 performers in the All-Navy Talent Contest were survivors of preliminary area eliminations. Every contestant reported that the talent at these various eliminations was ter-

(Continued next page)



F. Fanelii, QM3



Swing Hillbilly Trio



Samoan Sword Dance

CPL H. Ohta

A. Moreau, SA

W. Jure, PN3

ENS Ann Carter

J. Payne, AD2



SIDELINE STRATEGY

THE MARINE CORPS' claim of having the best riflemen in the country was again underlined, this time at the National Rifle Matches, where more than 50 crack shooting teams from the Army, Navy, Marine Corps, Air Force, Coast Guard and civilian clubs competed for honors.

At the close of the matches held at Camp Perry, Ohio, the 1955 Marine Corps Rifle and Pistol Team had won some 15 trophies in addition to winning both the Service Rifle and Match Rifle classes of the President's Match.

Even the Marine Reservists got in on the act as the USMCR team won the highly-prized Rattlesnake Trophy, symbolic of the best rifle team among the Armed Services reserve units.

In the National Trophy Individual Rifle Match, Lieutenant Charles A. Folsom, USMC, of the 3rd Marine Division in Japan, won the historic Daniel Boone Trophy with a 242 out of a possible 250 with the M-1 Service rifle. TSgt Martin H. Peak, USMC, of Camp Lejeune, N.C., and SSgt Mike Pietfort, USMC, of Quantico, Va., tied for second with identical scores of 241x250. Sgt. Peak gained the nod for second as he fired his last shot in the deciding V-ring.

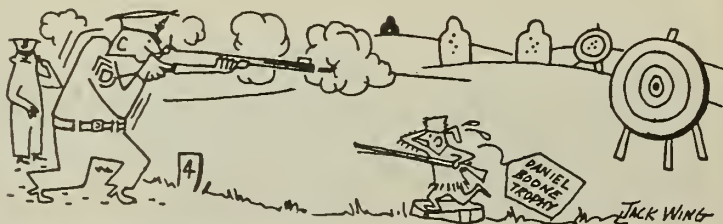
Competitive shooting wasn't limited to stateside. Out in the Sixth Fleet, five Navymen and 10 Marines, from the attack carriers *uss Coral Sea* (CVA 43) and *uss Intrepid* (CVA 11) and the flagship *uss Salem*

(CA 139), successfully defended the Cassidy Trophy in the annual match at Malta. The Sixth Fleet Rifle and Pistol team downed the shooters from the British Mediterranean Fleet by the score of 792 to 771. Ensign D.W. Shiverick, of *uss Intrepid* was high scorer in the rifle match with an 88.

Look for the Pensacola Navy Goshawks to be rated among the top service football teams in the nation. Such familiar sounding names as Joe Gattuso, Dick Echard, Dick Olson and Don Fullam grace the Pensacola roster. . . . Two other familiar names were on the list of graduates in the first class at the PubInfo Officers' School: Ensigns Alex Aronis and Jack Garrow.

Post-mortem: The Jack Ryder-coached NAS Norfolk Flyers came through to win the Navy baseball title as predicted. The Navy Airmen, last year's All-Navy champs, routed the PhibLant Gators 13-8 in the Eastern All-Navy championship game. . . . The club from *uss Columbus* (CA 74) won the '55 BatCruLant diadem with a 13-0 thrashing of the team from *uss Mississippi* (AG 128) in the finals. . . . The Seahawks from the Yokosuka Naval Activities won the All-Navy Far Eastern title for the third straight season. Prior to winning the Far East title, the Seahawks had won the Central Command Conference title and the Yokosuka area pennant.

—Rudy C. Garcia, JO1, USN.



rific and that they were lucky to have been selected.

Participants in the All-Navy Talent finals follow, by naval districts and duty stations:

First Naval District: Albert Mason, CTSN, USN, Naval Communications Station, Boston.

Third Naval District: Eslun M. Chin, SN, USN, 3ND Communications Station; Russel T. DiBella, MU2, USN, Receiving Station Brooklyn; Lieutenant (junior grade) Joseph Antello, USNR, New York Naval Shipyard.

Fifth Naval District: Andre Moreau, SA, USN, NTC Bainbridge; Marge Anderson, SN, USN, NAS Norfolk; Martin Brill, DT3, USN, Navy Department Dispensary.

Sixth Naval District: SGT William Bodofof, SGT Charles Escoc and CPL Santiago Montes, all from MCRD Parris Island, S.C.; Robert Emmett Rodifer, AN, USN, VC 62, NAS Jacksonville, Fla.

Eighth Naval District: Galen E. Ensign, HM2, USN, Reserve Training Center Shreveport, La.; Dorothy J. Stowe, PN3, USN, NAS Corpus Christi, Texas.

Ninth Naval District: Bob Kaminsky, MU3, USN, NTC Great Lakes; Robert Hollis, YN2, USNR, Naval Air Reserve Training Command; Dolores Kennedy, PN3, USN, and Kenneth Sumner, HM3, USN, both from NAS Glenview, Ill.

Eleventh Naval District: CPL U. Atoe, SGT F. Auau, CPL G. Gaopu and SGT I. Imeae, all from Marine Corps Supply Center San Diego; CPL Herbert Ohta, 1st Marine Division; Wayne Jure, PN3, USN, San Diego Receiving Station; PVT Charles MacDonald, PVT Francis Dandridge and CPL Leo Wilson, all from the 1st Marine Division.

Twelfth Naval District: Lieutenant (junior grade) Bud Wiser, USNR, Com-12 PIO; Gerald Slavek, YN3, USN, NAS Moffett Field.

Thirteenth Naval District: John Payne, AD2, USN, NAS Whidbey Island; Ensign Ann Carter, USNR, Com13 Headquarters; Ralph Aiken, SN, USN, Willie Gaines, SN, USN, Thomas Prater, YN1, USN, and John Thoroughman, SA, USN, all from the Naval Barracks, Bremerton, Wash.

Seventeenth Naval District: Henry Woolf, FN, USN, Horatio Olive, YNSA, USN, and Donald C. Baker, MM2, USN, all from MSTs, Kodiak, Alaska.

Atlantic Fleet: Amos Gordon, SA, USN, *uss Forrestal* (CVA 59); Thomas L. Johnson, EM3, USN, *uss Muir* (DE 770); Ensign Ted Forte, USNR, *uss Washtenaw County* (LST 1166).

Pacific Fleet: August Arruda, YN2, USN, *uss Pittsburgh* (CA 72); Frank Fanelli, QM3, USN, *uss Wasp* (CVA 18); Lawrence Jack Imel, MUSN, USN, *uss Dixie* (AD 14).

THE BULLETIN BOARD

Taking Your Family to Seattle Area? Here's the Housing Set-up

UNDER THE BEST of circumstances, transfer to a new duty station can be confusing. It helps if you know what you're getting into. That's why ALL HANDS and the Personal Affairs Division of the Bureau try to pass the word on living and housing conditions in various parts of the world. If these summaries are of any help to you, credit is due to the men at these installations who have taken the time, trouble and effort to compile the information and who have passed the results on to ALL HANDS. Here for example, is a compilation of housing information in the Seattle area, as prepared by the Commandant, 13th ND:

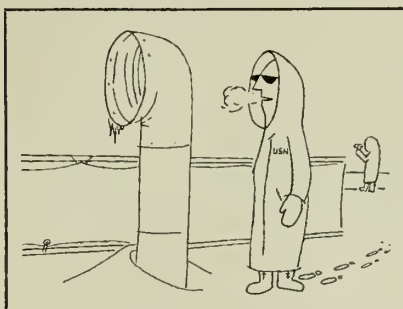
Types of Housing

No public quarters are available. Approximately 3500 low rent housing units under the supervision of the Seattle Housing Authority are available to military personnel. A total of 225 of these units are furnished. However, unfurnished units contain heating, cooking and refrigeration facilities. In June 1955, the number of vacancies was in excess of the number of applications on file and being processed.

Rates for these units are based upon net annual income with eligibility for admission based upon need for housing and net annual income which must be verified. Net annual income includes base pay, BAQ, subsistence and/or commuted rations. Here's the story in table form:

Family Size of	Max. Net Income for Admission	Max. Net Income for Continued Occupancy	Rental Rates are Based on	
			\$1.00 per Month for Each	
2 persons	\$2,800.00	\$3,250.00	\$50.00 net annual income	55.00 net annual income
3-4 persons	3,000.00	3,625.00	60.00 net annual income	5-6 persons
5 or more	3,300.00	4,000.00	65.00 net annual income	7 or more

These amounts are for gross rent, including utilities, but no furniture. The rentals on 2700 of these units do not include fuel for heating purposes. The rent for the units where you must supply your own fuel is approximately \$7.00 per month less. If the quarters are furnished, there is an additional charge of \$4.00, \$6.00, and \$8.00 for one-, two-, and three-bedroom units respectively.



"I'm ready to relieve you."

None of the efficiency (one-room) apartments or four-bedroom units are furnished.

Application for housing must be made in person to the Seattle Housing Authority, after clearance by the NAS Seattle Housing Officer. (See below for details on application procedures.)

At the present time there is no delay in assignment to one- and two-bedroom units—there is an indefinite waiting period for efficiency, three- or four-bedroom units.

Units are located approximately 12 miles from Pier 91.

Two hundred additional housing units operated by the Seattle Housing Authority and known as Sand Point Homes, are available, without restrictions as to income, to all enlisted personnel and including W-1. They range from one- to three-bedroom units, furnished or unfurnished.

Present rent for unfurnished units,

including all utilities is \$54.00, \$58.00, and \$62.00, respectively. If the quarters are furnished, add \$4.00, \$6.00, and \$8.00 per month.

These units are located approximately 9 miles from Pier 91. Application must be made in person.

Navy Defense Rental Housing is available to enlisted personnel and officers up to and including lieutenant. The Shearwater Project has

315 units which are under the cognizance of the Commanding Officer, NAS Seattle, and consist of 111 one-bedroom units, 157 two-bedroom units, and 47 three-bedroom units. All are furnished.

Present monthly rental rates for these units range from \$41.40 for one bedroom; \$45.90 for two bedrooms and \$53.70 for three bedrooms. Prices include furniture, electricity, water and garbage service.

You must furnish your own oil for space heaters which approximates an additional \$9.00 per month. Coin-operated laundry facilities are available.

Assignment to these units is made by the Housing Officer, NAS Seattle. Check the section below for details on application procedures.

There is no temporary emergency housing available for officers above the rank of lieutenant. Special dispensation may be obtained for temporary occupancy in Shearwater but such dispensation is based upon need, availability of housing, and then only upon personal application and approval by the commanding officer.

Navy rental housing is intended primarily for serving the needs of shore-based personnel. After shore-based personnel are housed, any remaining housing will be made available to fleet personnel whose home port is Seattle.

Housing can probably be provided in either the housing projects of the Seattle Housing Authority (if you qualify under income limitations) or in Navy Defense Rental Housing. For accommodations in Seattle Housing Authority projects you must qualify under the income limitations outlined above.

Private Housing

At the present time there is plenty of private housing available but rents are higher. Rates for private housing vary according to age, type, location, number of rooms, and whether furnished or unfurnished. The Apartment Operators' Association in Seattle says it maintains rental

listings which vary from \$45.00 to \$60.00 for two-bedroom unfurnished apartments and from \$50.00 to \$90.00 for unfurnished three-bedroom apartments. Rentals are considerably higher in newer type buildings.

Application Procedures

Navy Defense Rental Housing. Fill out and ask your commanding officer to endorse an original and one signed copy of the application, NavDocks form 530. These forms are available at all Navy Housing Offices. Application should be completed and advance information furnished the Housing Officer as to housing requirements, giving your name, rank or rate, number of dependents and estimated time of arrival.

If your family plans to arrive before you do, this form should be carried by a member of your family and upon arrival in Seattle, presented

to the Housing Officer, NAS Seattle.

In the case of applications for Sand Point Homes, the same information should be furnished the Housing Officer, NAS Seattle, as prospective occupants of these homes are cleared through this activity before making application to the Seattle Housing Authority Application Office.

Low Rent Housing (of Seattle Housing Authority.) Application must be made in person. You should furnish your wife with a certification signed by your commanding officer verifying your status as a member of the U.S. Navy, the number and age of your dependents, and your present rate of pay, rank or rate, and number of years in the service. Upon arrival in Seattle your wife may make application in person to the Seattle Housing Authority Application Office, 825 Yesler Way, Seattle, Wash-

ington, furnishing the certification of your Navy status mentioned above.

A wife without minor children may make application before her husband's arrival, but she can not be admitted to housing before her husband arrives. A wife with minor children may be admitted before the arrival of her husband.

Trailer Parks

Trailer parks are located near the city limits of Seattle with rentals averaging \$18 to \$20 per month. This charge is for couples with children under two years of age, and is for space, water, garbage, sewer and sanitary facilities.

For more than two (excluding children under two years of age) occupying a trailer, there is an additional charge of \$2.00 per person per month. An additional charge based upon meter reading is made for electricity. Coin-operated laundry facilities are available.

Other Facilities

All housing in the Seattle area is in close proximity to schools, churches, and shopping districts.

Household goods should be shipped to the U.S. Naval Supply Depot, Seattle, Washington.

The dispensary at the U.S. Naval Station, Seattle, Washington, provides routine medical and dental treatment to naval personnel and outpatient treatment to dependents.

The hospital at Ft. Lawton, Seattle, provides inpatient treatment for maternity cases only.

The U.S. Naval Hospital, Bremerton, Washington, provides both inpatient and outpatient care for naval personnel and their dependents.

Commissary privileges are available at Ft. Lawton, Seattle.

The 13th ND Special Service Office, located in Building 208, U.S. Naval Station, Seattle, telephone ALder 5200, extension 575, maintains rental listings through direct contact with the owner. This office also serves as an information office to naval personnel and their dependents, and will render assistance in obtaining housing.

The Red Cross office is located in Building 208, Room 104, telephone ALder 5200, extension 463.

The Navy Relief office is situated in the District Chaplain's Office, Building 208, Room 107, telephone ALder 5200, extension 259.

HOW DID IT START

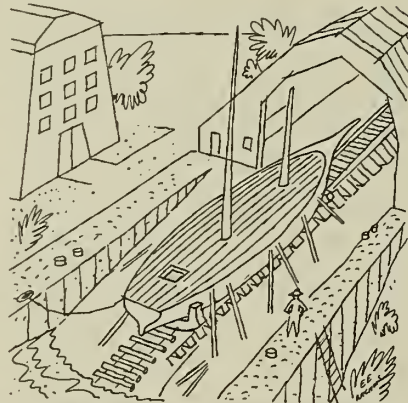
Early Dry Dock

The Navy's predecessor to the dry dock dates back to as early as 1822 when Commodore John Rodgers, USN, designed and built a device for getting a ship out of water for hull repairs by means of an inclined plane or marine railway.

Built at the Naval Gun Factory, Washington, D. C., when it was still an infant Navy Yard, Commodore Rodgers' inclined plane was given its first public showing late in 1822. On hand for the event were President James Monroe, members of Congress, heads of departments, foreign ministers and a large proportion of Washington's residents. To demonstrate the inclined plane, 140 men hauled the new 1726-ton frigate *Potomac* out of the water at a rate of four feet per minute.

The demonstration was so impressive that Commodore Rodgers was asked by the Navy Department to submit plans and designs for his railway, and when the Secretary of Navy forwarded the plans to Congress (most of whom had seen the demonstration), they voted an appropriation of \$50,000 for the purpose of constructing a dock and wharves in conjunction with the railway.

Rodger's plans suggested that two walls of stone be erected parallel to each other and braced against lateral pressure. These two walls should project into the water far enough so that the Navy's largest vessel could be hauled up for repair or preserva-



tion—and if desired, larger ships could be built and launched from it.

Before Commodore Rodgers built his inclined railway, the method used to get to a ship's bottom was to bring her alongside a wharf and by shifting weight and using tackles, tilt her to one side. Then when the one side was cleaned and repaired the ship would be tilted on the other side—a slow and tedious job.

The Navy's first dry docks, in the sense that they are known today, were built in 1833-4 at Gosport Navy Yard (now Norfolk Naval Shipyard), and at the Boston Navy Yard a short time later. Norfolk and Boston had a race to see which would be the first to dock a ship and Norfolk won by a narrow margin.

Latest Movies for Ships and Overseas Bases, Courtesy of Central Recreation Fund

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in September.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

Las Vegas Shakedown (358): Melodrama; Dennis O'Keefe, Colleen Gray, Charles Winninger.

A Bullet For Joey (359): Gangster Melodrama; Edward G. Robinson, George Raft, Audrey Totter.

Finger Man (360): Melodrama; Frank Lovejoy, Peggie Castle, Forrest Tucker.

Cleopatra (361) (Re-issue): Historical Romance; Claudette Colbert, Warren William.

Bad Day At Black Rock (362) (T): Western Drama; Spencer Tracy, Robert Ryan, Anne Francis, Dean Jagger, John Ericson, Walter Brennan.

Hello Frisco Hello (363) (T): Reissue; Alice Faye, John Payne.

Crossed Swords (364) (T): Romantic Adventure; Errol Flynn, Gina Lollobrigida.

The House On 92nd Street (365) (Re-issue): Drama; Lloyd Nolan.

The Black Swan (366) (Re-issue) (T): Adventure Drama; Tyrone Power, Maureen O'Hara.

Not As A Stranger (367): Drama; Olivia de Havilland, Robert Mitchum, Frank Sinatra, Gloria Grahame, Broderick Crawford, Charles Bickford.

Double Jeopardy (368): Melodrama; Rod Cameron, Gale Robbins.

New Home for the Oldest Ship in the Fleet

The historic *Constellation*, oldest ship in the U.S. Fleet, has been formally transferred to Baltimore, Md., for restoration as a permanent public memorial.

Old "Yankee Race Horse" has served in every war in which U.S. Naval forces have participated since 1797.

The Navy towed the 176-foot *Constellation* from her present berth at Boston to Fort McHenry in the harbor of Baltimore, for delivery to a patriotic organization. Under an agreement, the *Constellation* Commission will restore and maintain the frigate "in such a manner as to preserve and enhance the proud traditions of this historic ship."

Launched at Baltimore in 1797, *Constellation* sailed on her first cruise in mid-1798. Her first duty was to protect American commerce in West Indian waters. Her sailing qualities were so excellent the French called her "Yankee Race Horse."

Constellation helped to suppress piracy in the Caribbean, and during the period 1825-1844 cruised the Mediterranean, West Indies and coast of Brazil. She operated with the Mediterranean Squadron in 1855-1858, with the Africa Squadron in 1859-1861, and from

1862 until 1864, cruised in European waters searching for Confederate vessels. She served as Receiving Ship at Norfolk and later at Philadelphia.

In 1872, the frigate was gunnery ship at the Washington Navy Yard, and for 19 years was used as a practice ship at the U.S. Naval Academy, Annapolis. *Constellation* last crossed the Atlantic in 1892-93 on a voyage that took her to Gibraltar, Naples, and Le Havre.

In 1893, she was assigned as station ship at the Naval Training Station, Newport, Rhode Island, and served there in that capacity during the Spanish-American War and World War I. In 1926, she was towed to Philadelphia for exhibit with other historic ships at the Sesquicentennial Exposition and then returned to Newport.

Soon after the start of World War II, on 24 Aug 1940, *Constellation* was again placed in full commission and was assigned as part-time flagship of Admiral E. J. King, then Commander in Chief, U.S. Atlantic Fleet. For the next two-and-a-half years she served variously as flagship of Commanders in Chief of U.S. Atlantic Fleet and flagship of Commander, Battleship Division Five, Atlantic Fleet.

The Rains Came (369) (Re-issue): Drama; Myrna Loy, Tyrone Power, Brenda Joyce, George Brent.

Leave Her To Heaven (370) (Re-issue) (T): Drama; Gene Tierney, Cornel Wilde, Jeanne Crain.

Valley Of Decision (371) (Re-issue): Drama; Greer Garson.

Gun That Won The West (372) (T): Western Drama; Dennis Morgan, Paula Raymond.

Battle Cry (372) (T): War Drama; Van Heflin, Aldo Ray, Mona Freeman, Nancy Olson, James Whitmore, Raymond Massey, Tab Hunter, Dorothy Malone, Anne Francis.

The Cover Girl (375) (Re-issue): (T): Musical; Rita Hayworth, Gene Kelly.

The Postman Always Rings Twice (376) (Re-issue): Drama; Lana Turner, John Garfield.

Naked Dawn (377) (T): Mexican Drama; Arthur Kennedy.

Medical Department Course Is Ready for Officers and EMs

A new correspondence course, *Manual of the Medical Department*, Part I, (NavPers 10708) is now available to officer and enlisted personnel of the Medical Department. The course covers administration, organization, and management of facilities under the cognizance of the Bureau of Medicine and Surgery.

This course consists of 10 assignments, made up of objective-type questions. It is evaluated at 24 Naval Reserve points credit.

Application for enrollment should be made on NavPers Form 992 (with appropriate change in the "To" line), forwarded via official channels to the U. S. Naval Medical School, National Naval Medical Center, Bethesda 14, Md., or to U. S. Naval Dental School at same address.

DIRECTIVES IN BRIEF

This listing is intended to serve only far general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 64—Announced the convening of a selection board to recommend eligible enlisted personnel for temporary appointment to warrant officer W-1.

No. 65—Announced the convening of a selection board to recommend line lieutenants for temporary promotion to lieutenant commander.

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 9

1. (b) F4U Corsair.
2. (a) 400 mph.
3. (b) Rifle grenade.
4. (c) M-1 Garand.
5. (b) First Sergeant.
6. (a) Sergeant Major.

No. 66—Announced approval by the President of the report of a selection board which recommended Regular Navy women officers for promotion to grade of commander.

No. 67—Contained a Labor Day message by the Secretary of Defense to all armed forces personnel.

No. 68—Announced the convening of selection boards to consider Regular Navy women officers of the Medical Corps, Supply Corps and Medical Service Corps in the grade of lieutenant commander for promotion to commander.

No. 69—Informed the service of steps being taken in the promotion of Medical and Dental Corps officers and announced selection boards to

consider commanders and lieutenant commanders of Medical and Dental Corps for temporary promotion.

Instructions

1120.24—Establishes the policies and procedures for submission of applications for appointment of qualified personnel in the Medical Service Corps, USNR, and in the fields of allied sciences.

1306.25B—Concerned options for assignment to duty of enlisted personnel on reenlistment.

1412.4B—Contains a summary of Presidential and SecNav regulations concerning the temporary appointment and promotion of officers.

1416.1A—Set forth a plan for the determination of professional fitness for promotion of officers by means of written examinations or completion of specified courses of instruction in lieu of examinations.

1800.1—Concerned temporary officers in the grades of ensign and above who twice fail of selection.

Notices

1210 (6 Sept) — Invited applications for transfer of unrestricted line officers of the Regular Navy to the Supply Corps.

1741 (6 Sept)—Provided information regarding new rights for waiver of insurance premiums and replacement of expired term insurance which must be exercised by 26 Nov 1955.

1550 (8 Sept)—Described instructional materials for HN training.

1412 (14 Sept)—Announced the Naval Reserve promotion zones and tentative convening dates for selection boards in fiscal year 1956.

1418 (14 Sept)—Announced the schedule of service-wide competitive exams for enlisted personnel.

1811 (14 Sept)—Announced change No. 2 to BuPers Inst. 1811.1 which contained information concerning non-disability retirement of officers and warrant officers.

1552 (23 Sept)—Announced change No. 1 to the *Curriculum for Naval Reserve Telecommunications Censorship Program*, NavPers 92057.

1306 (undated) — Concerned certain administrative matters in connection with the recall to active duty of USNR and Fleet Reserve Personnel.

NavAct

No. 5—Announces adoption of induction policy by Selective Service for the Navy.

Navy Unites Happy Chief with Long Lost 'Sweetheart'

A chief and his favorite girl friend are going steady again after a separation that lasted nearly seven years.

The two are rather a mismatched pair and you won't see them walking down the street together for the "gal" in question is slightly heavier than the man.

The male involved in this strange match is Thomas W. Reese, EMC, USN, a six-footer who tips the scales in the neighborhood of 185 pounds. The distaff side of the pair is a hefty 41,000-tonner who goes under the name of USS *Lexington*, (CVA 16).

Reese and the "Lex" first got together back in February of 1943, when, as a second class, he helped to put the grand old lady of the carriers into commission. They spent the next several years, two advancements

and innumerable battle victories together before *Lexington* was mothballed in 1947.

Reese was present at the mothballing and figured that he had seen the last of his girl friend. However a few months ago he received orders sending him to duty involving the recommissioning of *Lexington*. When she was put back into commission Reese was there and introduced to the throng of 4000 guests and crew members as the only plankowner present.

To top it off, the day after the recommissioning ceremonies was Reese's birthday, making the sixth birthday he has spent on board the ship. "I hope that I can spend a few more," he said after blowing out the half-dozen candles atop a special cake made by the bake shop crew.



Changes in Rating Structure Affect Active Duty Reservists

Further changes in the Navy's enlisted rating structure will affect Naval Reservists and Fleet Reservists who are serving on active duty in the ratings of Aviation Ordnanceman F, Fire Control Technician G, and Aviation Boatswain's Mate A.

- **Aviation Ordnanceman F** (Fire Controlman) (AOF) emergency service rating has been discontinued. Reservists serving in this rating, including strikers, will be changed to the AQ rating in equal pay grade provided they are considered qualified. If not qualified they will be changed to Aviation Ordnanceman U (Utility) (AOU), in equal pay grade.

- **Fire Control Technician G** (Missile Guidance Systems) (FTG) emergency service rating has been established. If you are in an emergency service rating associated with the FT rating, including strikers, hold Special Program Code 9976 and have guided missile external control equipment experience you will be changed to the FTG (Missile Guidance Systems) emergency service rating in equal pay grade provided you are qualified.

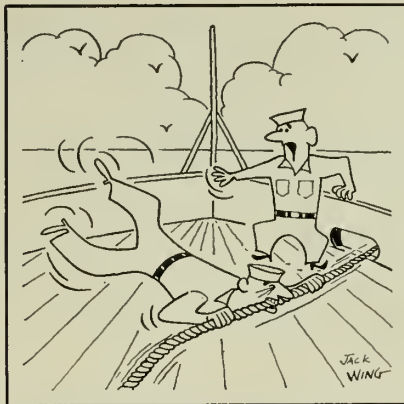
- **Aviation Boatswain's Mate A** (Airship Rigger) (ABA) emergency service rating has been established. If you have performed duties similar to those of Airship Rigger as stated on page 9-21 of *Manual of Qualifications for Advancement in Rating* (NavPers 18068), and are qualified, you may submit a request for change in rating to ABA.

The CO of the activity to which you are attached will determine if you are qualified to change your rating.

This Is A Sample of Shipping Over Transfer

If you would like a speedy transfer, Ellis L. Swalley, RD2, USN, now stationed in San Diego, Calif., can fill you in on how to go about it.

A few weeks back Swalley was serving in *uss Pompon* (SSR 267), operating out of New London, Conn. When his enlistment expired and it came time for Swalley to ship over, he decided to take advantage of BuPers Instruction 1306.25A, which permits a man reenlisting to select either coast for duty, plus



"No! No! I said bight, not bite!"

four choices of particular duty there.

Swalley shipped over on the 24th of the month and, since his home is in California, asked for duty on the West Coast. On the 25th the ship sent a dispatch to Commander Western Sea Frontier, requesting Swalley's reassignment.

The next day *Pompon* received a reply and on the 29th received another dispatch giving Swalley's as-

signment. The transfer orders were cut at once and on the 31st Swalley was officially transferred to Com-SubRon FIVE at San Diego, Calif.

All told, it was a few hours short of one week, from the time Swalley signed on the dotted line to the time that he checked off *Pompon*, headed for the duty of his choice.

Water Supply and Sanitation Are Covered in CEC Course

A new CEC officer correspondence course, Water Supply and Sanitation, NavPers 10750, is now available at the Naval Correspondence Course Center. This course is restricted to officers of the Civil Engineer Corps, Regular or Reserve. It consists of six assignments, and is evaluated at 12 Naval Reserve points credit.

Application for enrollment should be made on form NavPers 992 forwarded via official channels to the Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, N. Y.

Helping Hands of Marines Build New Home for Corpsman

A Navy hospital corpsman on duty with the 10th Marine Regiment, Second Marine Division at Camp Lejeune, N. C., has learned the true value of friends as well as the kindness and generosity of strangers at a time when it really counts.

Not long ago, Fred D. Mezas, HM1, USN, took his wife and three children to a drive-in theater. When they returned home about 2200 they found their house in flames. They lost all of their possessions except the clothes they were wearing, their automobile and a few items Mezas hurriedly rescued from a closet before the fire reached it. The cause of the tragedy was never determined and the Mezas' loss was heightened by the fact that although he had built the two-bedroom home himself and invested all of his savings in it he had never had it insured for fire.

Just when the world seemed blackest to the Mezas family, their friends, neighbors, Marine buddies and even total strangers came to their aid with clothing,

furniture, money gifts and assistance in many forms. The Navy Relief Society rushed a cash grant and a baby layette containing diapers, blankets, quilted pads and other infant necessities.

In addition, his friends immediately pitched in to help him clear the debris and build a new home—furnishing labor, materials and financial assistance. Mezas learned that the world is a pretty wonderful place after all and people everywhere are willing to lend a helping hand whenever it is needed. He is thankful too, that he and his family escaped injury.

Mezas is on his third tour of duty with the Marine Corps. He served with the Second Division during 1947-50. Later he joined the First Division in Korea and was awarded a Purple Heart, and a Silver Star Medal for gallantry in action. His citation tells how he administered first aid to 30 Marines over a period of nine hours during an intensive shelling and, although wounded himself, continued working on his patients until they were all evacuated.

Down-to-Earth Info for Navymen Requesting Shore Duty

Because the subject of shore duty is one of paramount interest to all Navymen, every effort is being made to bring you complete and up-to-date information on this subject. As the rules and procedures governing sea/shore rotation for enlisted personnel are necessarily complex, ALL HANDS receives many letters inquiring into various aspects of the program. On these pages is an informal compilation of some of the points on sea/shore rotation that personnel most often inquire about. This information was compiled from interviews with personnel of the Bureau's Enlisted Distribution Branch.

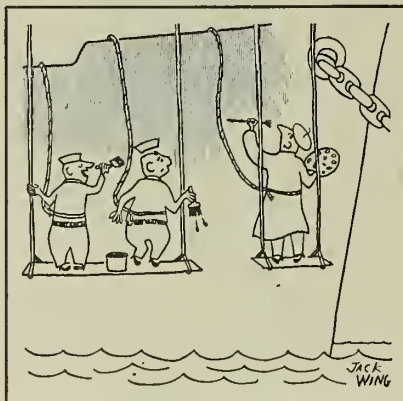
FIRST OF ALL, the answer to 95 per cent of all questions you may have on Bureau Shore Duty can be found in BuPers Inst. 1306.20B. (See also ALL HANDS, May 1955, p. 30.) However, this instruction is a rather lengthy document and it's likely that you will not go to the trouble of undertaking a study of it to obtain the answer to your single inquiry.

In that event, the first step is always to check with your personnel office. It's the personnel man's job to know the answers, and in most cases he either knows or can quickly look up the information for you.

Here are some of the rules and procedures on Bureau Shore Duty that most often need clarifying:

● **Duty Choice**—When you submit a Shore Duty Request Card (NavPers 2416) Bureau rules allow you to indicate your duty preference by *naval district and city*. You are assured that you will be assigned to the naval district of your choice when your name reaches the top of the Shore Duty Eligibility List. *However, no guarantee is made as to the exact location within the naval district the commandant will assign you.*

In every case the city or cities that you have indicated you prefer are taken into consideration, and the commandant makes every effort to assign you to the city of your choice. But his first consideration is equable manning of all activities under his administration, and he may find it necessary to assign you to a naval activity quite distant geographically from the locality you requested.



"Cranch really puts his heart into his work."

So, when you select a particular naval district as a duty choice, take a look at a map of the naval districts and make sure you are aware of all the geographical areas to which you may possibly be assigned.

● **Change in Duty Choice**—Changes in duty choices may be made whenever you desire, simply by sending in a new Shore Duty Request Card (NavPers 2416) marked "Corrected Card." *Requests in letter form for changes in duty choice are not desired and action will be taken by the Bureau only on requests made on NavPers 2416.* The "Corrected Card" must arrive and be processed prior to issuance of your orders to shore duty in order to be valid; those corrected cards which arrive after the orders are issued are *not* considered. The Bureau does not give favorable consideration to requests for cancellation of shore duty orders based on this reason.

● **Requests for Shore Duty**—Requests for assignment to a normal tour of shore duty (except for humanitarian reasons) should always be made by means of a Shore Duty Request Card (NavPers 2416). The card should be submitted even when you feel that a letter of explanation of the compelling reasons for you to get ashore quickly is necessary. In such cases, send both the card and the letter.

● **Removal from the SDEL**—You may ask for removal from the SDEL at any time you desire. However, your requests must arrive in the Bureau prior to issuance of any orders. Submit your request by a brief letter, via your commanding officer. It's not necessary to give any

reason why you wish removal. To be reinstated on the SDEL all that's necessary is submission of another Shore Duty Request Card (NavPers 2416). You may request removal and reinstatement on the SDEL as often as desired *prior to issuance of shore duty orders*. Requests for removal from the SDEL are *not* approved by the Bureau if your orders have already been issued.

Remember, if you are serving on what you consider a choice sea duty billet and *do not* desire shore duty at the present time, *do not permit your Shore Duty Request Card to remain on the SDEL*. If your name reaches the top of the SDEL and orders are issued, the Bureau will not cancel these orders because of your desire to continue serving at sea.

● **Non-Acceptance of Orders**—When orders are issued to a normal tour of shore duty that were based upon your Shore Duty Request Card you may not request cancellation of these orders (except for humanitarian reasons) and *may not* refuse to accept such orders. The only condition under which you may decline to carry out these orders is when you lack the required obligated service and will not agree to execute a formal agreement for an additional period of service in support of the informal agreement you signed when submitting your Shore Duty Request Card. This is considered a breach of good faith on your part and in such cases imposes a penalty which prevents you from being ordered to any shore duty for a period of two years.

● **Modification of Shore Duty Orders**—In general, a request for modification of your shore duty orders to permit you to be assigned to a different location is not approved. Having indicated on your request card that you desire duty in the area to which ordered, it is considered that it is too late to change your mind after the administrative machinery has been set in motion and your orders issued. The time to change your duty choice is *before* the orders are issued.

● **Termination of Shore Duty**—Requests from personnel to have their shore duty terminated and to be ordered to sea duty before completing their normal tour ashore are nor-

mally not approved. The reason is that it involves unnecessary costs in additional transfers and disrupts the permanency of personnel at the activity.

• **Extension of Shore Duty**—Only in exceptional circumstances will you be authorized to remain ashore after you have completed a normal tour of shore duty. Each such authorization keeps a shipmate waiting that much longer to be ordered ashore and has an undesirable effect on morale. In general, only when the presence of the individual is required to keep a vital project or program of the command in operation, is an extension (for a limited time) authorized.

• **Fleet Reserve**—The over-all Navy personnel situation does not permit the luxury of allowing personnel completing 20 years' service and headed for the Inactive List of the Fleet Reserve to be ordered to a naval activity in their home town for six months of shore duty prior to transfer to the Fleet Reserve. Approval of the hundreds of such requests received would result in heavy overmanning of certain shore activities and areas.

Rules Set on Three Types Of Hazardous Duty Pay

Here are the regulations governing payment of the three new categories of hazardous duty pay, as established by the Career Incentive Act of 1955.

Under the existing instructions, officers and enlisted men assigned to duty as an inside observer in a low pressure chamber, as a human acceleration or deceleration subject, or duty involving the use of helium-oxygen as a breathing mixture, will receive \$110 and \$55 respectively.

The Chief of Naval Personnel will authorize the number of officers and enlisted men at each activity to qualify for the pay. It will be up to the commanding officers to designate the enlisted men by issuance of individual orders. The CO will request the Chief of Naval Personnel, via the Chief of BuMed, to designate and issue orders on the officer personnel involved in both low pressure chamber duty and human acceleration or deceleration. However, for officers assigned duty involving

the use of helium-oxygen as a breathing mixture the request need only go to the Chief of Naval Personnel.

Pilot Program Readies Enlisted Waves for Career as Nurses

A pilot program designed to give enlisted women in the Navy a chance to attain officer status in the Navy Nurse Corps was inaugurated when 10 enlisted Waves were enrolled in basic nursing education pro-

grams at two civilian universities.

Under the Navy Nursing Education Program, the group will attend either the University of Colorado or Boston University for four years. Following their graduation they will be commissioned, if qualified, in the Navy Nurse Corps as Ensigns.

All applicants were required to have been in the upper half of their high school graduating classes, have completed one year as members of the Wave Hospital Corps.

WHAT'S IN A NAME

Cyclone

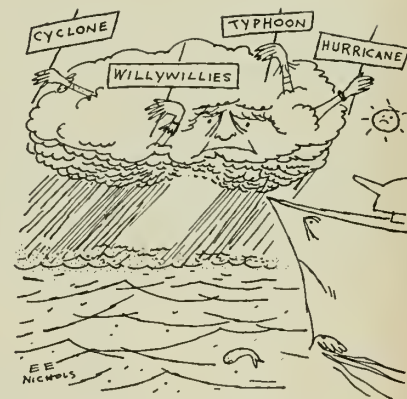
In the Caribbean and North Atlantic, hurricanes harass Navy vessels and other shipping from June to November. Typhoons sweep the North Pacific from May through January. North Indian cyclones give ships a bad time in May and again in October and November. Off northwest Australia, the willywillies rough up the Indian Ocean from November to April.

Severe tropical storms are known by different names throughout the world, but they all belong to the cyclone family. A cyclone is a rotating storm wind enclosing an area of comparatively low pressure.

Fully developed cyclones are circular or elliptical in shape. Although they vary in size, they usually cover an area roughly 300 miles in diameter. At the center of the storm is a small area about 10 or 20 miles in diameter known as the "eye" of the storm. Here the pressure is extremely low, and there is little or no wind. The waves in the "eye" are confused and mountainous. The skies are sometimes clear or partially overcast. Surrounding the calm center are the strongest winds of the storm, at times reaching a velocity of 150 knots. Gusts may greatly exceed this velocity for brief intervals.

Each year the U.S. Weather Bureau gives feminine names in alphabetical order to the members of the cyclone family as they occur. In the Atlantic a new alphabet is begun with the first hurricane of the year. The first hurricane this year was the unseasonal "Alice" which came along on 1 January, after the close of the normal hurricane season. "Brenda" was the next one, followed by "Connie" and "Diane." Next comes "Edith," and on down to "Zelda." To date, there have never been more than 21 hurricanes in the Atlantic in a single year, so one alphabet is sufficient. Each year the hurricane names are changed, to avoid confusion.

Four separate alphabets are prepared to identify typhoons in the Pacific, which occur much more frequently than cyclones else-



where. The first typhoon in the Pacific during each season is assigned the name directly following the last name used during the previous season. When all 84 names have been used, the entire Pacific list is repeated again, starting with the first name in the first set.

For several hundred years, many hurricanes in the West Indies were named after the particular saint's day on which the storm occurred. There was hurricane "Santa Ana" which struck Puerto Rico with exceptional violence on 26 Jul 1825, and hurricanes "San Felipe" (the first) and "San Felipe" (the second) which hit Puerto Rico on 13 September in both 1876 and 1928.

During World War II, the practice of referring to cyclones with feminine nicknames became popular in map discussions among weather forecasters and with Navy and Army Air Corps meteorologists. It soon became evident that the use of girls' names, in written as well as in spoken communications, was shorter, quicker, and less confusing than the more cumbersome latitude-longitude identification system. Weathermen also found that using easily remembered names greatly reduced confusion when two or more tropical storms occurred simultaneously.

Check Your Status by Rate and ND Location

HOW DO YOU STAND on the Bureau Shore Duty Eligibility List?

On the chart below, check down the left side until you find your rate. Then, check across to the naval district you requested.

• Under each naval district you will note there are four columns. The first column shows the number of men of your rate waiting on the SDEL for that district.

• The second column shows the number of billets allowed for your rate within that district.

• The third column shows the number of months of continuous sea duty the first man on the list has to his credit.

• The fourth column shows the number of months of continuous sea duty the fourth man from the top of the list has to his credit.

That's it. You now have as accurate a picture of your relative position to the top of the SDEL as you could obtain by a visit, letter, or long distance call to the Bureau of Naval Personnel.

To show the use of this chart by example, let's say you are a YN1 with 32 months of continuous sea duty, and you desire duty in the Third Naval District. Moving across the chart to where the YN1 and 3ND headings meet, you can see, in the first column under the district heading, there are just four men of your rate on the list of 3ND.








In the next column you see the 3ND has an allowance of 31 YN1 billets. In the third column you note that the top YN1 has 39 months of continuous sea duty, and in the fourth column you see where the fourth man from the top of the list has 27 months' continuous sea duty.

With your 32 months' continuous sea duty, you are obviously number two or three man from the top.

Now comes the crystal gazing as to just when the Bureau will reach your name on the list and order you to shore duty. Frankly, with the facts on this chart available to you, your guess is apt to be as accurate as any the Bureau can make. Various factors influence the issuance of orders and therefore only a general prognostication can be made.

Let's estimate that roughly one third of the YN1 billets currently being filled in the 3ND will become vacant within 12 months due to personnel completing their tours of normal shore duty. As you are 2nd or 3rd on the SDEL you may logically conclude that you probably will be ordered ashore within the next 12 months... provided other YN1s with more continuous sea duty do not apply for 3ND between now and such time as your name would normally reach the top of the list.

Always remember when submitting your shore duty request that if you are primarily concerned with getting a billet ashore and have no compelling reasons for limiting your request for duty in a particular area, YOU WILL

	RATE	CONTINUOUS SEA DUTY NEEDED TO SUPPLY SDEL	TOTAL NUMBER MEN ON SDEL	ANYWHERE U.S.			1ST ND			3RD ND			4TH ND			5TH ND			6TH ND							
				NO. MEN ON LIST	MOS. SEA DUTY		NO. MEN ON LIST	MOS. SEA DUTY		NO. MEN ON LIST	MOS. SEA DUTY		NO. MEN ON LIST	MOS. SEA DUTY		NO. MEN ON LIST	MOS. SEA DUTY		NO. MEN ON LIST	MOS. SEA DUTY						
					1ST MAN	4TH MAN		NO. OF BILLETS	1ST MAN		4TH MAN	NO. OF BILLETS		1ST MAN	4TH MAN		NO. OF BILLETS	1ST MAN		4TH MAN	NO. OF BILLETS	1ST MAN	4TH MAN			
	BMC	36	160	46	214	70	10	55	70	45	15	26	86	65	7	19	175	58	9	65	105	55	24	60	83	67
	BM1	48	183	50	98	67	22	27	145	81	25	16	165	97	13	11	108	67	13	62	123	73	22	40	92	59
	BM2	48	546	307	88	79	44	33	90	81	45	17	90	89	43	17	120	89	32	53	80	73	89	51	88	78
	BM3	48	324	176	130	72	29	27	130	79	37	9	140	84	20	7	87	77	19	24	87	60	40	81	78	65
	BMSN	48	5	1	91	—	2	X	77	—	1	X	59	—	0	X	—	—	0	X	—	—	0	X	—	—
	QMC	48	17	0	—	—	1	20	62	—	2	7	71	—	1	9	80	—	1	25	51	—	0	14	—	—
	QM1	48	128	78	104	93	20	24	110	92	10	7	111	92	9	10	81	79	10	25	85	70	10	27	93	70
	QM2	36	82	43	87	67	9	22	83	61	7	10	87	61	8	13	91	60	4	70	84	53	8	31	58	47
	QM3	36	76	45	88	60	6	10	88	48	11	1	82	66	10	1	68	46	1	12	55	—	13	8	86	56
	QMSN	36	5	0	—	—	0	X	—	—	2	X	67	—	0	X	—	—	0	X	—	—	1	X	43	—
	RDC	18	29	11	92	57	3	1	88	—	6	1	114	45	3	1	48	—	0	1	—	—	0	2	—	—
	RD1	24	125	87	88	81	22	11	133	100	12	3	86	77	14	7	89	83	6	33	77	47	13	15	81	60
	RD2	24	9	1	43	—	3	34	79	—	2	1	64	—	1	12	36	—	0	68	—	—	0	35	—	—
	RD3	24	6	1	39	—	1	18	31	—	1	1	33	—	3	3	70	—	0	18	—	—	0	13	—	—
	RDSN	24	1	0	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—
	SOC	18	4	1	48	—	0	0	—	—	0	2	—	—	0	1	—	—	1	5	79	—	0	1	—	—
	SO1	24	62	37	82	60	9	5	79	60	2	2	62	—	5	5	62	42	3	8	59	—	6	5	72	44
	SO2	24	18	5	34	28	1	4	42	—	3	3	68	—	3	4	108	—	0	13	—	—	0	3	—	—
	SO3	24	5	2	128	—	0	4	—	—	0	0	—	—	1	2	128	—	1	10	38	—	1	2	35	—
	SOSN	24	0	0	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—
	TMC	48	9	0	—	—	3	13	73	—	0	0	—	—	3	2	89	—	0	10	—	—	0	13	—	—
	TM1	48	22	0	—	—	2	16	149	—	6	1	135	73	2	4	60	—	0	11	—	—	3	14	158	—
	TM2	36	34	1	51	—	5	18	83	56	6	3	87	53	0	3	—	—	1	25	127	—	7	13	81	60
	TM3	36	6	0	—	—	0	20	—	—	0	0	—	—	1	0	112	—	0	8	—	—	1	12	107	—
	TMSN	36	1	0	—	—	0	X	—	—	0	X	—	—	1	X	42	—	0	X	—	—	0	X	—	—
	GMC	48	35	5	62	50	1	8	49	—	4	1	72	58	1	2	50	—	9	9	69	65	3	10	62	—
	GM1	48	172	55	150	100	20	12	144	109	15	6	155	109	13	3	161	126	25	10	168	108	11	21	84	70
	GM2	48	253	191	113	90	23	27	102	90	21	6	161	95	22	8	155	89	17	49	91	82	37	20	89	89
	GM3	36	148	85	88	85	9	6	92	79	12	3	91	82	13	0	85	79	9	9	74	57	28	3	88	85
	GMSN	36	6	1	99	—	2	X	77	—	1	X	44	—	0	X	—	—	0	X	—	—	0	X	—	—
	FTC/FCC	18	19	4	58	25	0	1	—	—	2	2	72	—	1	0	95	—	1	1	177	—	1	2	63	—
	FT1/FC1	18	53	21	102	89	10	1	153	89	6	2	88	74	3	1	110	—	2	2	112	—	3	1	69	—
	FT2/FC2	36	10	6	97	65	0	5	—	—	0	0	—	—	1	4	79	—	1	22	91	—	1	13	92	—
	FT3/FC3	36	7	3	89	—	1	1	39	—	1	1	45	—	0	0	—	—	0	0	—	—	1	2	28	—
	Striker	36	1	0	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—

n Latest BuPers Shore Duty Eligibility List

GET ASHORE FASTER IF YOU INDICATE YOU WILL ACCEPT DUTY "ANYWHERE U.S."

Keep the following in mind as you study this chart:

• The Bureau's Shore Duty Eligibility List is subject to frequent change as new requests are received. Although you might be No. 3 man this month, you could drop to No. 6 or No. 7 by next month, if other men of your rate submit requests for the district you have chosen and if these men have more sea duty than you.

• This chart shows your standing on the Bureau's SDEL only. It contains no information for men who have submitted requests for Fleet Shore Duty Waiting Lists or for Recruiting or Instructor duty lists.

• Personnel who fall under any of the following categories are not included in the table below:

(1) Men serving on overseas duty or in non-rotated ships whose dependents are overseas with them and who have not completed a full tour of duty at that station.

(2) Men serving on overseas duty or non-rotated ships whose dependents are not with them, but who have completed less than 12 months of a normal tour of duty in that location.

• Certain ratings, such as MU, MA, CT, TD and AG are not included because they are subject to special detailing.

NOTES

• You'll see that the allowance column for each dis-

trict on the chart below contains an "X" in the space opposite "designated striker" rates such as BMSN/SA, GMSN/SA, CN/CA, AN/AA, etc. This indicates that strikers are eligible to request this area. The number in the quota may not be given since strikers are included in a "package of billets" that the district is authorized for personnel in this rating category.













• In some cases the number of months shown in columns three and four under the district you have chosen would indicate that you are included within the top two or three men in the district for which you have requested duty. If you still haven't received your orders, this may be the reason: Although you may be among the top men in your district, you may have less sea duty than one or more men in your rate who request "Anywhere U.S." Such men receive first consideration for assignment to any naval district if they have more continuous sea duty than the men who have requested duty in a specific district.

Therefore, when you check your standing on the SDEL, be sure to take a look at the first column, "Anywhere U.S."

If the person in your rate in that column has more continuous sea duty than you, there may be a delay in your orders until you finally have more sea duty than all those in your rate who request "Anywhere U.S."

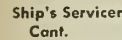


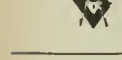
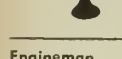
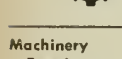



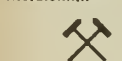

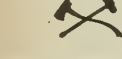
8TH NO				9TH NO				11TH NO				12TH NO				13TH NO				PRNC				SRNC				CNATRA				RATE
MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				
NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	
13	11	75	61	8	10	70	49	20	64	214	79	20	40	68	61	20	31	80	64	1	47	62	—	2	9	47	—	7	8	79	58	BMC
9	7	83	57	14	16	90	67	30	48	127	69	14	46	81	58	4	25	60	56	2	56	62	—	7	24	86	55	3	19	61	—	BM1
56	4	79	77	50	24	88	79	53	73	116	93	25	49	88	77	26	31	81	74	19	39	74	67	13	12	78	65	24	149	76	70	BM2
22	1	73	69	39	0	85	70	48	50	109	92	17	18	82	71	10	28	62	59	10	36	61	60	0	16	—	—	21	28	70	65	BM3
0	X	—	—	0	X	—	—	0	X	—	—	2	X	82	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	BMSN
0	8	—	—	3	8	68	—	1	43	61	—	1	25	56	—	4	6	81	57	2	30	59	—	1	3	47	—	0	31	—	—	QMC
14	3	137	83	4	17	85	52	22	16	101	78	7	29	93	71	5	6	94	72	4	17	86	77	3	3	86	—	3	78	82	—	QM1
9	7	83	58	13	27	82	68	7	62	83	59	6	38	58	55	4	14	80	52	2	18	69	—	4	3	91	46	0	94	—	—	QM2
6	0	87	55	6	0	48	44	9	14	60	56	0	8	—	—	3	4	59	—	9	6	76	55	1	0	40	—	1	6	72	—	QM3
0	0	X	—	0	X	—	—	2	X	90	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	QMSN
2	2	73	—	1	4	31	—	5	5	205	35	4	3	47	33	4	1	172	30	1	4	28	—	0	0	—	—	0	2	—	—	RDC
5	5	63	59	11	12	81	70	24	40	71	66	4	14	78	31	4	2	84	42	4	6	88	62	0	0	—	—	2	35	75	—	RD1
0	7	—	—	0	16	—	—	0	97	—	—	0	38	—	—	2	8	76	—	0	19	—	—	1	1	40	—	0	108	—	—	RD2
0	1	—	—	0	0	—	—	0	17	—	—	1	6	29	—	0	2	—	—	0	3	—	—	0	0	—	—	0	3	—	—	RD3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	1	X	95	—	RDSN
0	2	—	—	2	3	48	—	1	3	70	—	0	1	—	—	0	0	—	—	0	1	—	—	0	0	—	—	0	0	—	—	SOC
2	0	55	—	7	5	60	59	15	15	73	66	6	6	88	59	1	2	34	—	2	2	58	—	2	1	41	—	0	13	—	—	SO1
0	3	—	—	1	7	38	—	3	11	76	—	2	3	34	—	4	3	88	28	1	2	68	—	0	0	—	—	0	9	—	—	SO2
0	0	—	—	1	0	58	—	0	8	—	—	0	1	—	—	0	2	—	—	1	0	72	—	0	0	—	—	0	0	—	—	SO3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	SOSN
0	0	—	—	0	2	—	—	0	19	—	—	0	14	—	—	3	9	138	—	0	4	—	—	0	0	—	—	0	16	—	—	TMC
2	2	130	—	1	10	142	—	1	21	58	—	1	7	84	—	2	11	76	—	0	3	—	—	0	0	—	—	2	3	89	—	TM1
1	3	58	—	5	9	94	59	0	31	—	—	3	12	145	—	5	17	110	54	1	2	55	—	0	0	—	—	0	26	—	—	TM2
0	0	—	—	3	0	51	—	1	10	38	—	0	5	—	—	0	11	—	—	0	0	—	—	0	0	—	—	0	1	—	—	TM3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	TMSN
0	5	—	—	2	4	212	—	5	11	216	58	3	3	84	—	4	3	69	52	2	17	49	—	1	2	58	—	0	4	—	—	GMC
11	7	107	86	13	5	126	93	26	13	131	99	10	7	122	97	12	2	151	105	5	8	153	68	1	—	90	—	4	8	86	61	GM1
25	10	90	88	33	20	99	87	36	69	130	91	8	21	90	85	11	13	113	89	9	23	90	84	6	2	85	78	9	75	90	86	GM2
17	4	87	82	17	0	87	84	13	5	89	84	7	2	85	57	5	2	76	54	6	14	85	45	2	1	51	—	4	14	74	51	GM3
0	X	—	—	0	X	—	—	1	X	51	—	1	X	99	—	0	X	—	—	1	X	52	—	0	X	—	—	0	X	—	—	GMSN
0	2	—	—	0	13	—	—	8	2	89	58	3	1	125	—	2	1	58	—	1	2	25	—	0	1	—	—	0	0	—	—	FTC/FCC
5	1	89	58	5	10	122	61	8	1	146	60	2	4	93	—	2	0	95	—	3	0	89	—	2	2	91	—	1	0	45	—	FT1/FC1
1	2	133	—	1	3	97	—	1	23	97	—	0	18	—	—	0	5	—	—	1	5	71	—	1	3	38	—	1	64	87	—	FT2/FC2
1	1	89	—	3	0	84	—	0	4	—	—	0	0	—	—	0	1	—	—	0	0	—	—	0	4	—	—	0	0	—	—	FT3/FC3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	1	X	89	—	0	X	—	—	0	X	—	—	0	X	—	—	Striker

BuPers Shore Duty Eligibility List (cont.)

	RATE	CONTINUOUS SEA DUTY NEEDED TO SUPPLY SDEL	TOTAL NUMBER MEN ON SDEL	ANYWHERE U.S.			1ST ND			3RD ND			4TH ND			5TH ND			6TH ND			
				MOS. SEA DUTY			MOS. SEA DUTY			MOS. SEA DUTY			MOS. SEA DUTY			MOS. SEA DUTY			MOS. SEA DUTY			
				NO. MEN ON LIST	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN
 Mineman	MNC	18	1	0	—	0	4	—	0	3	—	0	1	—	0	9	—	0	2	—		
	MN1	18	6	1	58	—	1	6	23	—	2	3	74	—	1	15	—	0	2	—		
	MN2	18	4	2	34	—	0	6	—	2	3	39	—	0	1	—	0	4	—			
	MN3	18	4	2	55	—	0	4	—	0	6	—	2	1	26	—	0	5	—			
	MNSN	18	0	0	X	—	0	X	—	0	X	—	0	X	—	0	X	—				
 Electronics Technician	ETC	18	11	3	61	—	0	9	—	1	2	40	—	1	4	65	—	0	10	—		
	ET1	18	31	3	88	—	0	13	86	—	2	3	85	—	4	9	88	54	0	21	80	
	ET2	24	3	0	—	—	0	18	—	1	5	45	—	0	12	—	—	1	30	72		
	ET3	24	7	1	26	—	0	22	—	4	4	34	29	0	11	—	—	1	29	35		
	ETSN	24	0	0	—	—	0	X	—	0	X	—	—	0	X	—	—	0	X	—		
 Instrumentman	IMC	36	4	0	—	—	0	0	—	0	0	—	—	0	0	—	—	0	1	—		
	IM1	36	4	0	—	—	0	3	—	0	0	—	—	0	0	—	—	0	4	—		
	IM2	24	0	0	—	—	0	0	—	0	0	—	—	0	0	—	—	0	7	—		
	IM3	24	10	7	60	43	0	0	—	0	0	—	—	0	0	—	—	1	1	43		
	IMSN	24	0	0	—	—	0	X	—	0	X	—	—	0	X	—	—	0	X	—		
 Opticalman	OMC	36	0	0	—	—	0	2	—	0	0	—	—	0	1	—	—	0	0	—		
	OM1	36	1	0	—	—	0	0	—	1	1	47	—	0	0	—	—	0	0	—		
	OM2	24	2	0	—	—	0	0	—	2	1	80	—	0	1	—	—	0	2	—		
	OM3	24	1	1	27	—	0	0	—	1	0	27	—	0	0	—	—	0	0	—		
	OMSN	24	0	0	—	—	0	X	—	0	X	—	—	0	X	—	—	0	X	—		
 Teleman	TEC	18	7	3	28	—	0	2	—	1	2	36	—	0	4	—	—	0	10	—		
	TE1	18	32	15	59	37	1	9	31	—	2	12	44	—	3	9	42	—	1	25	48	
	TE2	24	23	5	81	31	4	19	104	36	3	11	39	—	4	14	58	38	0	42	—	
	TE3	24	22	6	49	25	0	26	—	—	3	12	44	—	2	18	48	—	2	61	27	
	TESN	24	2	1	47	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	
 Radioman	RMC	36	74	28	63	47	4	19	48	41	8	6	74	42	2	15	69	—	1	27	32	
	RM1	36	169	80	70	61	19	29	70	58	15	4	120	86	11	16	98	72	6	42	72	
	RM2	36	24	3	54	—	9	43	88	67	3	4	90	—	1	23	53	—	0	60	—	
	RM3	24	28	2	31	—	1	42	25	—	3	9	39	—	7	19	41	38	1	55	27	
	RMSN	24	5	1	25	—	0	X	—	—	1	X	35	—	1	X	27	—	1	X	28	
 Yeaman	YNC	18	22	0	—	—	4	16	40	25	0	31	—	—	0	20	—	—	0	49	—	
	YN1	18	72	14	47	24	8	42	59	40	4	31	39	27	6	29	48	22	3	75	45	
	YN2	18	54	5	117	22	3	60	47	—	7	43	117	36	6	36	84	44	0	98	—	
	YN3	18	97	35	38	33	3	97	72	—	2	48	23	—	10	31	40	26	5	121	33	
	YNSN	18	28	10	36	28	0	X	—	—	0	X	—	—	2	X	31	—	2	X	32	
 Personnel Man	PNC	18	3	0	—	—	1	11	22	—	0	10	—	—	0	4	—	—	0	28	—	
	PN1	18	15	0	—	—	3	15	42	—	0	11	—	—	1	15	98	—	0	62	—	
	PN2	18	6	0	—	—	0	25	—	—	0	16	—	—	0	9	—	—	2	89	41	
	PN3	18	52	10	34	28	12	38	86	34	4	20	27	21	3	15	25	—	0	131	—	
	PNSN	24	3	1	46	—	0	X	—	—	1	X	30	—	0	X	—	—	0	X	—	
 Storekeeper	SKC	24	33	12	37	35	4	16	58	31	1	15	35	—	3	13	33	—	1	36	41	
	SK1	18	98	44	51	46	10	34	44	41	7	23	51	34	7	21	48	40	5	73	46	
	SK2	24	57	18	41	35	7	48	51	40	5	29	43	31	3	30	45	—	2	93	47	
	SK3	18	154	91	46	36	7	55	55	33	13	38	42	39	14	36	40	34	2	116	24	
	SKSN	18	43	26	37	35	5	X	41	29	3	X	33	—	4	X	34	29	0	X	—	
 Disbursing Clerk	DKC	18	10	0	—	—	0	5	—	—	0	3	—	—	1	6	22	—	0	13	—	
	DK1	18	15	3	54	—	5	6	36	26	2	5	38	—	0	7	—	—	0	23	—	
	DK2	18	21	6	58	37	2	7	40	—	4	11	48	37	2	8	39	—	1	26	23	
	DK3	18	14	4	29	22	0	10	—	—	2	10	24	—	1	10	20	—	0	33	—	
	DKSN	18	6	0	—	—	3	X	38	—	2	X	35	—	0	X	—	—	0	X	—	
 Commissaryman	CSC	36	98	26	70	43	2	19	44	—	6	4	76	44	7	11	60	42	5	46	70	
	Caak { CS1	24	162	50	38	37	19	▲	59	49	5	▲	48	31	9	▲	43	39	14	▲	38	30
	CS2	24	116	42	62	54	14	155	85	51	8	30	90	51	8	35	64	39	8	372	88	38
	CS3	24	44	21	44	39	7	▼	52	30	5	▼	53	33	5	▼	44	34	3	▼	34	—
	CSSN	24	14	6	58	29	3	X	50	—	4	X	48	34	1	X	27	—	1	X	29	—
	Butcher { CS1	24	5	1	30	—	1	▲	33	—	2	▲	34	—	0	▲	—	—	0	▲	—	—
	CS2	24	2	0	—	—	0	32	—	—	0	6	—	—	0	18	—	—	0	79	—	
	CS3	24	1	1	42	—	0	▼	—	—	0	▼	—	—	0	▼	—	—	0	▼	—	—
	CSSN	24	1	0	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—
	Baker { CS1	24	59	27	47	35	3	▲	75	—	4	▲	71	30	4	▲	47	33	6	▲	83	26
	CS2	24	67	25	59	38	8	27	71	52	6	8	59	52	9	11	60	43	7	100	43	30
CS3	24	36	9	87	35	4	▼	52	26	5	▼	58	29	2	▼	41	—	4	▼	37	30	
CSSN	24	11	5	52	37	6	X	52	40	0	X	—	—	1	X	27	—	0	X	—	—	
(NJC-3001)CS1	24	40	15	49	31	2	0	—	—	4	3	102	28	2	0	84	—	3	0	35	—	
 Ship's Serviceman	SHC	24	39	20	83	50	5	5	69	45	0	2	—	—	1	3	46	—	3	9	83	—
	Store { SH1	48	88	56	111	97	8	0	108	80	7	0	111	84	3	0	105	—	5	0	162	79
	SH2	48	10	5	88	59	1	2	60	—	1	6	90	—	0	3	—	—	0	15	—	—
	SH3	36	25	13	129	61	3	0	129	—	2	0	91	—	0	0	—	—	3	0	44	—
	Cobbler { SH1	48	4	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—
	SH2	48	2	0	—	—	0	2	—	—	0	1	—	—	0	0	—	—	0	2	—	—
	SH3	36	3	2	46	—	0	0	—	—	0	0	—	—	1	0	38	—	0	0	—	—
	Barber { SH1	48	11	4	98	62	1	0	51	—	1	0	89	—	1	0	85	—	1	0	58	—
	SH2	48	12	3	61	—	0	6	—	—	1</											













8TH ND				9TH ND				11TH ND				12TH ND				13TH ND				PRNC				SRNC				CNATRA				RATE
		MDS. SEA DUTY				MDS. SEA DUTY				MDS. SEA DUTY				MDS. SEA DUTY				MDS. SEA DUTY				MDS. SEA DUTY				MDS. SEA DUTY						
NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	
0	0	—	—	0	1	—	—	0	1	—	—	1	5	28	—	0	4	—	—	0	2	—	—	0	0	—	—	0	0	—	—	MNC
0	0	1	—	0	0	—	—	0	2	43	—	1	5	91	—	0	5	—	—	0	2	—	—	0	0	—	—	0	0	—	—	MN1
0	0	0	—	0	0	—	—	0	0	—	—	2	8	34	—	0	5	—	—	0	2	—	—	0	0	—	—	0	0	—	—	MN2
1	0	55	—	0	0	—	—	1	2	85	—	0	9	—	—	0	18	—	—	0	2	—	—	0	0	—	—	0	0	—	—	MN3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	MNSN
0	3	—	—	0	1	—	—	4	17	45	24	1	8	30	—	3	8	53	—	1	17	61	—	0	4	—	—	0	13	—	—	ETC
4	10	90	63	5	13	68	27	4	27	72	35	3	28	60	—	2	17	88	—	1	34	65	—	0	3	—	—	0	29	—	—	ET1
1	7	40	—	0	8	—	—	0	31	—	—	0	35	—	—	0	25	—	—	0	39	—	—	0	7	—	—	0	49	—	—	ET2
0	6	—	—	0	0	—	—	2	47	60	—	0	40	—	—	0	24	—	—	0	36	—	—	0	6	—	—	0	61	—	—	ET3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	ETSN
0	0	—	—	0	1	—	—	4	0	132	74	0	2	—	—	0	0	—	—	0	1	—	—	0	0	—	—	0	0	—	—	IMC
0	0	—	—	0	0	—	—	3	2	76	—	0	0	—	—	0	0	—	—	0	1	—	—	0	0	—	—	0	0	—	—	IM1
0	0	—	—	0	1	—	—	0	3	—	—	0	2	—	—	0	0	—	—	0	1	—	—	0	0	—	—	0	2	—	—	IM2
1	0	52	—	0	0	—	—	1	0	52	—	2	0	44	—	0	0	—	—	0	2	—	—	0	0	—	—	0	0	—	—	IM3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	IMSN
0	0	—	—	0	13	—	—	0	3	—	—	0	0	—	—	0	1	—	—	0	0	—	—	0	0	—	—	0	0	—	—	OMC
0	0	—	—	0	12	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	1	—	—	0	0	—	—	0	0	—	—	OM1
0	0	—	—	0	8	—	—	0	0	—	—	0	1	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	OM2
0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	OM3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	OMSN
0	2	—	—	0	3	—	—	1	10	38	—	0	14	—	—	1	4	63	—	1	17	24	—	0	1	—	—	1	12	45	—	TEC
4	4	44	24	7	6	90	58	2	24	32	—	3	30	43	—	1	9	29	—	1	26	37	—	1	3	55	—	2	24	43	—	TE1
3	5	38	—	1	9	36	—	3	32	81	—	1	39	31	—	1	10	29	—	1	49	25	—	0	0	—	—	0	39	—	—	TE2
4	4	39	25	4	12	171	32	0	53	—	—	1	53	49	—	1	9	—	—	1	85	39	—	0	1	—	—	1	50	35	—	TE3
1	X	47	—	1	X	44	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	TESN
4	4	47	40	5	3	63	39	20	36	167	52	5	28	87	38	8	12	75	48	9	42	61	47	0	0	—	—	1	64	49	—	RMC
15	8	67	59	11	5	82	53	23	52	61	60	12	46	61	60	12	28	63	59	13	60	61	56	1	46	—	—	11	67	63	53	RM1
2	13	39	—	2	8	40	—	0	71	—	—	2	79	54	—	0	32	—	—	2	90	52	—	0	2	—	—	1	88	37	—	RM2
4	7	39	24	3	3	31	—	5	65	58	25	1	62	30	—	0	33	—	—	1	88	53	—	0	0	—	—	1	65	28	—	RM3
0	X	—	—	0	X	—	—	0	X	—	—	1	X	25	—	0	X	—	—	0	X	—	—	1	X	53	—	0	X	—	—	RMSN
0	16	—	—	0	23	—	—	7	52	93	24	6	25	61	29	4	10	37	23	0	34	—	—	0	2	—	—	0	65	—	—	YNC
6	14	28	22	4	44	25	20	13	82	52	40	12	44	62	47	3	17	33	—	4	61	47	22	0	3	—	—	1	111	21	—	YN1
3	14	25	—	7	68	44	25	6	127	113	25	3	53	61	—	4	18	54	29	2	64	111	—	0	2	—	—	1	159	28	—	YN2
9	17	34	27	25	51	34	30	8	149	38	32	5	75	28	24	6	17	78	31	5	88	34	23	1	6	22	—	2	206	35	—	YN3
0	X	—	—	11	X	32	28	4	X	36	27	3	X	38	—	3	X	46	—	0	X	—	—	0	X	—	—	0	X	—	—	YNSN
0	1	—	—	0	18	—	—	0	27	—	—	0	16	—	—	0	8	—	—	1	10	18	—	0	1	—	—	0	28	—	—	PNC
1	6	34	—	0	38	—	—	2	65	25	—	1	25	19	—	0	11	—	—	2	22	59	—	0	3	—	—	0	66	—	—	PN1
1	3	41	—	0	53	—	—	0	93	—	—	0	33	—	—	2	9	40	—	1	31	23	—	0	4	—	—	0	91	—	—	PN2
4	3	89	21	16	70	40	34	1	157	27	—	6	41	56	32	0	13	—	—	2	33	19	—	0	7	—	—	0	119	—	—	PN3
1	X	46	—	0	X	—	—	0	X	—	—	0	X	—	—	1	X	31	—	0	X	—	—	0	X	—	—	0	X	—	—	PNSN
0	4	—	—	5	17	35	28	10	38	38	37	3	22	36	—	3	7	40	—	0	15	—	—	0	2	—	—	0	32	—	—	SKC
8	6	44	35	12	21	52	45	19	67	54	42	4	45	42	35	4	19	37	34	4	35	42	29	1	4	42	—	4	55	46	35	SK1
4	5	35	25	8	32	76	38	7	97	50	31	3	58	34	—	1	17	28	—	5	47	41	27	1	3	52	—	0	77	—	—	SK2
17	6	46	36	45	33	47	40	12	123	53	35	11	65	42	36	5	15	36	30	1	54	30	—	3	11	25	—	0	114	—	—	SK3
3	X	40	—	10	X	40	35	6	X	37	34	4	X	35	23	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	SKSN
0	1	—	—	1	1	23	—	4	15	28	22	2	7	96	—	0	3	—	—	0	5	—	—	0	1	—	—	0	14	—	—	DKC
0	4	—	—	3	2	66	—	2	24	54	—	1	10	41	—	0	4	—	—	0	5	—	—	1	2	29	—	0	31	—	—	DK1
0	1	—	—	3	5	65	—	3	34	53	—	2																				

BuPers Shore Duty Eligibility List (cont.)

	RATE	CONTINUOUS SEA DUTY NEEDED TO SUPPLY SDEL	TOTAL NUMBER MEN ON SDEL	ANYWHERE U.S.		1ST ND		3RD ND		4TH ND		5TH ND		6TH ND													
				MOS. SEA DUTY		MOS. SEA DUTY		MOS. SEA DUTY		MOS. SEA DUTY		MOS. SEA DUTY		MOS. SEA DUTY													
				NO. MEN ON LIST	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN						
	Ship's Serviceman	48	6	4	117	52	2	0	163	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	
	Cont.	48	8	5	101	60	1	4	100	—	0	2	—	—	1	0	101	—	0	6	—	—	1	4	49	—	
	(SH1	36	4	2	57	—	0	0	—	—	2	0	47	—	0	0	—	—	0	0	—	—	0	0	—	—	
	(SH2	48	87	48	108	103	11	▲	120	100	9	▲	109	93	5	▲	89	79	10	▲	103	90	10	▲	107	92	
	(SH3	48	150	103	98	95	19	3	104	94	9	1	104	78	11	6	90	79	15	26	95	89	17	9	97	88	
	Laundry	36	142	88	85	84	12	▼	84	61	11	▼	85	80	13	4	▼	83	58	9	▼	84	65	31	3	99	78
	SHSN	36	31	22	90	60	0	X	—	—	1	X	91	—	4	X	68	46	1	X	52	—	3	X	53	—	
	JOC	18	0	0	—	—	0	2	—	—	0	0	—	—	0	2	—	—	0	4	—	—	0	0	—	—	
	JO1	18	0	0	—	—	0	3	—	—	0	1	—	—	0	1	—	—	0	4	—	—	0	0	—	—	
	JO2	18	1	0	—	—	0	1	—	—	0	1	—	—	0	1	—	—	1	2	38	—	0	3	—	—	
	JO3	18	0	0	—	—	0	3	—	—	0	1	—	—	0	0	—	—	0	7	—	—	0	0	—	—	
	JOSN	18	0	0	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	
	LIC/PIC	24	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	5	—	—	0	0	—	—	
	LI1/PI1	24	0	0	—	—	0	5	—	—	0	1	—	—	0	2	—	—	0	3	—	—	0	0	—	—	
	LI2/PI2	24	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	7	—	—	0	0	—	—	
	LI3/PI3	24	1	1	86	—	0	0	—	—	0	0	—	—	0	0	—	—	0	6	—	—	0	0	—	—	
	striker	24	3	0	—	—	1	X	36	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	
	DMC	18	0	0	—	—	0	0	—	—	0	1	—	—	0	0	—	—	0	2	—	—	0	0	—	—	
	DM1	18	0	0	—	—	0	2	—	—	0	3	—	—	0	0	—	—	0	9	—	—	0	0	—	—	
	DM2	18	0	0	—	—	0	1	—	—	0	2	—	—	0	1	—	—	0	13	—	—	0	2	—	—	
	DM3	18	1	0	—	—	0	0	—	—	0	1	—	—	0	0	—	—	0	7	—	—	0	1	—	—	
	DMSN	18	0	0	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	
	MMC	48	32	4	115	51	6	36	92	67	7	6	177	111	2	8	176	—	2	69	51	—	0	25	—	—	
	MM1	48	317	194	126	101	39	24	139	106	28	4	119	103	25	9	114	105	20	46	126	94	32	25	96	91	
	MM2	48	12	1	81	—	3	29	84	—	4	4	87	57	5	17	85	75	0	101	—	—	0	35	—	—	
	MM3	36	6	0	—	—	0	7	—	—	2	0	78	—	3	0	89	—	0	0	—	—	0	5	—	—	
	MMFN	36	0	0	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	
	ENC	48	6	0	—	—	0	12	—	—	3	8	188	—	1	9	45	—	0	29	—	—	0	18	—	—	
	EN1	48	93	36	78	61	15	39	85	80	12	27	94	88	13	16	152	76	5	75	72	59	14	63	178	59	
	EN2	36	63	18	86	46	7	49	60	46	7	31	62	46	2	20	51	—	3	86	44	—	19	38	109	86	
	EN3	36	35	4	44	37	5	25	98	44	4	10	82	42	8	3	85	63	1	31	37	—	2	38	82	—	
	ENFN	36	1	0	—	—	0	X	—	—	0	X	—	—	1	X	78	—	0	X	—	—	0	X	—	—	
	MRC	48	3	0	—	—	0	0	—	—	0	0	—	—	0	2	—	—	1	1	90	—	1	2	111	—	
	MR1	48	6	1	86	—	0	5	—	—	0	2	—	—	0	2	—	—	0	13	—	—	1	4	60	—	
	MR2	36	0	0	—	—	0	7	—	—	0	3	—	—	0	4	—	—	0	17	—	—	0	8	—	—	
	MR3	36	3	1	55	—	0	3	—	—	0	0	—	—	0	1	—	—	0	1	—	—	0	2	—	—	
	MRFN	36	0	0	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	
	BTC	48	40	11	176	62	2	8	170	—	7	6	176	85	1	3	65	—	5	18	155	58	9	10	88	75	
	BT1	48	229	176	112	106	23	8	126	113	25	3	172	136	25	3	158	136	20	20	105	99	21	17	186	100	
	BT2	48	91	63	155	88	22	55	110	102	7	5	177	82	12	15	115	87	6	93	86	78	13	21	86	84	
	BT3	48	77	38	113	87	8	16	93	79	7	0	94	82	11	0	91	87	7	8	91	72	15	2	89	85	
	BTFN	48	2	0	—	—	0	X	—	—	0	X	—	—	0	X	—	—	2	X	185	—	0	X	—	—	
	EMC	48	5	1	49	—	0	18	—	—	2	7	58	—	0	12	—	—	0	37	—	—	1	20	85	—	
	EM1	48	118	32	84	78	13	15	106	81	17	8	138	86	15	9	97	90	4	43	86	59	12	34	81	78	
	EM2	36	6	1	36	—	3	36	67	—	1	28	42	—	1	11	60	—	0	67	—	—	0	52	—	—	
	EM3	36	6	4	54	50	1	6	40	—	1	2	62	—	0	1	—	—	0	26	—	—	1	13	89	—	
	EMFN	36	0	0	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	
	ICC	48	2	0	—	—	0	0	—	—	0	0	—	—	0	1	—	—	0	0	—	—	1	1	59	—	
	IC1	48	7	5	112	81	3	9	88	—	0	1	—	—	0	4	—	—	0	26	—	—	0	6	—	—	
	IC2	36	2	1	57	—	1	3	77	—	1	1	59	—	0	3	—	—	0	10	—	—	0	3	57	—	
	IC3	36	2	0	—	—	0	3	—	—	2	0	53	—	0	1	—	—	0	1	—	—	0	0	—	—	
	ICFN	36	110	0	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	
	MEC	48	10	6	58	58	2	0	91	—	0	2	—	—	1	2	180	—	0	5	—	—	1	6	46	—	
	ME1	48	71	23	88	85	1	27	63	—	6	3	129	55	7	7	94	84	0	31	—	—	11	12	92	86	
	ME2	36	55	26	82	77	5	5	74	60	0	0	—	—	2	5	60	—	1	8	44	—	9	9	67	59	
	ME3	36	14	8	58	45	2	4	58	—	1	0	49	—	1	0	54	—	1	4	45	—	4	0	45	39	
	MEFN	36	0	0	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	
	FPC	48	10	1	72	—	1	1	67	—	1	1	91	—	0	3	—	—	1	2	53	—	2	2	68	—	
	FP1	48	63	19	94	89	8	5	114	73	2	2	99	—	7	5	92	61	7	7	90	76	9	1	122	73	
	FP2	36	9	1	57	—	1	3																			







8TH ND				9TH ND				11TH ND				12TH ND				13TH ND				PRNC				SRNC				CNATRA				RATE
		MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY						
NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	
0	0	—	—	0	0	—	—	3	0	117	—	0	0	—	—	0	0	—	—	0	0	—	—	1	0	53	—	0	0	—	—	{SH1
0	0	—	—	0	0	—	—	3	10	88	—	0	5	—	—	2	3	71	—	0	0	—	—	0	2	—	—	0	8	—	—	{SH2
1	0	57	—	0	0	—	—	0	0	0	—	0	0	—	—	1	0	49	—	0	0	—	—	0	0	—	—	0	0	—	—	{SH3
2	8	98	—	6	6	99	62	12	16	109	97	6	11	90	83	7	111	—	—	2	2	88	—	1	1	83	—	4	100	—	—	{SH1
15	8	123	86	11	1	93	78	20	16	95	89	7	11	90	83	7	98	89	5	12	91	60	3	9	90	—	3	7	86	70	{SH2	
17	8	85	72	11	1	84	77	16	16	85	71	7	1	83	57	3	85	—	—	2	2	49	—	3	3	59	—	5	7	85	59	{SH3
4	X	45	42	2	X	40	—	6	X	112	57	4	X	90	57	1	X	90	—	0	1	57	—	0	X	—	—	0	X	—	—	{SHSN
0	0	—	—	0	3	—	—	0	4	—	—	0	2	—	—	0	1	—	—	0	—	—	—	0	0	—	—	0	3	—	—	JOC
0	0	—	—	0	3	—	—	0	6	—	—	0	3	—	—	0	0	—	—	0	3	—	—	0	0	—	—	0	4	—	—	JO1
0	0	—	—	0	6	—	—	0	7	—	—	0	2	—	—	0	2	—	—	0	1	—	—	0	2	—	—	0	9	—	—	JO2
0	0	—	—	0	9	—	—	0	5	—	—	0	2	—	—	0	1	—	—	0	4	—	—	0	1	—	—	0	11	—	—	JO3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	JOSN
0	0	—	—	0	1	—	—	0	0	—	—	0	4	—	—	0	0	—	—	0	3	—	—	0	0	—	—	0	0	—	—	LIC/PIC
0	0	—	—	0	0	—	—	0	6	—	—	0	4	—	—	0	0	—	—	0	2	—	—	0	0	—	—	0	1	—	—	L11/P11
0	0	—	—	0	1	—	—	0	0	—	—	0	3	—	—	0	0	—	—	0	3	—	—	0	0	—	—	0	0	—	—	L12/P12
0	0	—	—	0	0	—	—	0	0	—	—	1	4	86	—	0	0	—	—	0	4	—	—	0	0	—	—	0	0	—	—	L13/P13
0	X	—	—	0	X	—	—	0	X	—	—	1	X	37	—	1	X	3	—	0	X	—	—	0	X	—	—	0	X	—	—	Striker
0	0	—	—	0	0	—	—	0	5	—	—	0	0	—	—	0	1	—	—	0	1	—	—	0	0	—	—	0	1	—	—	DMC
0	0	—	—	0	1	—	—	0	9	—	—	0	4	—	—	0	0	—	—	0	8	—	—	0	1	—	—	0	3	—	—	DM1
0	0	—	—	0	2	—	—	0	6	—	—	0	6	—	—	0	0	—	—	0	10	—	—	0	0	—	—	0	13	—	—	DM2
0	0	—	—	0	1	—	—	0	7	—	—	1	3	30	—	0	0	—	—	0	12	—	—	0	0	—	—	0	26	—	—	DM3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	DMSN
0	8	—	—	0	23	—	—	5	72	115	65	2	42	56	—	3	18	58	—	2	16	78	—	2	1	170	—	1	79	72	—	MMC
15	10	93	90	43	30	92	91	49	81	101	92	17	42	166	92	16	11	118	94	3	9	106	—	9	1	114	92	6	107	91	79	MM1
0	13	—	—	0	39	—	—	0	155	—	—	0	61	—	—	0	11	—	—	0	18	—	—	0	1	—	—	0	203	—	—	MM2
0	4	—	—	0	0	—	—	1	14	38	—	0	0	—	—	0	3	—	—	0	3	—	—	0	0	—	—	0	17	—	—	MM3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	MMFN
1	3	62	—	0	9	—	—	0	31	—	—	1	18	49	—	0	12	—	—	0	16	—	—	0	7	—	—	0	36	—	—	ENC
5	12	62	58	6	13	62	59	3	74	61	—	4	42	60	51	5	30	63	51	3	23	65	—	6	22	63	59	1	57	91	—	EN1
3	17	59	—	8	14	86	67	1	81	41	—	2	55	52	—	3	48	79	—	4	27	79	44	3	9	42	—	1	13	48	—	EN2
4	2	69	38	2	0	43	—	1	43	53	—	2	14	37	—	3	24	61	—	1	22	38	—	0	16	—	—	2	17	45	—	EN3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	ENFN
0	1	—	—	0	4	—	—	1	5	51	—	0	4	—	—	0	5	—	—	0	5	—	—	0	0	—	—	0	1	—	—	MRC
0	3	—	—	0	6	—	—	3	15	107	—	1	8	57	—	1	0	86	—	0	3	—	—	0	1	—	—	0	12	—	—	MR1
0	0	—	—	0	23	—	—	0	21	—	—	0	19	—	—	0	0	—	—	0	10	—	—	0	0	—	—	0	42	—	—	MR2
1	0	40	—	0	2	—	—	1	6	43	—	1	4	55	—	0	0	—	—	0	1	—	—	0	0	—	—	0	1	—	—	MR3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	MRFN
1	2	65	—	0	7	—	—	3	25	61	—	5	13	99	73	4	5	100	59	2	7	71	—	0	1	—	—	0	13	—	—	BTC
7	5	100	85	18	13	112	92	36	33	110	104	15	14	107	97	12	3	109	92	8	20	113	92	4	1	104	55	2	59	86	—	BT1
3	13	88	—	13	30	88	86	3	119	68	—	2	57	60	—	3	12	81	—	4	18	87	53	0	0	—	—	2	157	86	—	BT2
4	0	88	59	6	0	87	65	1	1	59	—	6	1	176	58	2	4	76	—	2	5	77	—	0	0	—	—	8	9	84	82	BT3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	BTFN
0	3	—	—	0	17	—	—	0	49	—	—	1	30	49	—	0	14	—	—	0	21	—	—	0	3	—	—	0	85	—	—	EMC
11	6	84	78	16	22	79	67	14	45	81	73	2	27	61	—	3	13	89	—	2	15	88	—	3	7	73	—	3	67	79	—	EM1
0	7	—	—	0	15	—	—	0	71	—	—	0	29	—	—	1	22	41	—	0	20	—	—	0	9	—	—	0	17	—	—	EM2
0	0	—	—	3	6	93	—	0	16	—	—	0	12	—	—	0	12	—	—	0	15	—	—	0	3	—	—	0	5	—	—	EM3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	EMFN
0	0	—	—	0	1	—	—	0	3	—	—	1	5	61	—	0																

BuPers Shore Duty Eligibility List (cont.)

	RATE	CONTINUOUS SEA DUTY NEEDED TO SUPPLY SDEL	TOTAL NUMBER MEN ON SDEL	ANYWHERE U.S.				1ST ND				3RD ND				4TH ND				5TH ND				6TH ND			
				NOS. SEA DUTY				NOS. SEA DUTY				NOS. SEA DUTY				NOS. SEA DUTY				NOS. SEA DUTY				NOS. SEA DUTY			
				NO. MEN ON LIST	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	
 Molder	MLC	48	2	1	71	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	
	ML1	48	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	
	ML2	36	0	0	—	—	0	0	—	—	0	1	—	—	0	0	—	—	0	0	—	—	0	0	—	—	
	ML3	36	1	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	
	MLFN	36	0	0	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	
 Surveyor	SVC	18	1	0	—	—	—	0	—	—	0	0	—	—	0	0	—	—	0	2	—	—	0	—	—	—	
	SV1	18	0	0	—	—	—	3	—	—	0	0	—	—	0	0	—	—	0	3	—	—	0	2	—	—	
	SV2	18	0	0	—	—	—	2	—	—	0	0	—	—	0	0	—	—	0	3	—	—	0	1	—	—	
	SV3	18	3	3	21	—	—	1	—	—	0	0	—	—	0	0	—	—	0	0	—	—	1	2	21	—	
	SVCN	18	1	0	—	—	X	—	—	—	0	X	—	—	1	X	26	—	0	X	—	—	0	X	—	—	
 Construction Electrician's Mate	CEC	18	0	0	—	—	—	2	—	—	0	0	—	—	0	0	—	—	0	7	—	—	0	1	—	—	
	CE1	18	1	1	20	—	1	1	20	—	0	0	—	—	0	0	—	—	0	10	—	—	0	2	—	—	
	CE2	18	2	2	35	—	—	2	—	—	0	1	—	—	0	0	—	—	0	11	—	—	1	2	35	—	
	CE3	18	16	13	50	29	5	2	31	28	0	0	—	—	0	0	—	—	1	1	50	—	6	3	38	23	
	CECN	18	1	1	39	—	1	X	39	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	
 Driver	CDC	24	14	8	44	43	2	4	40	—	0	1	—	—	1	3	79	—	1	15	29	—	6	3	109	44	
	CD1	24	28	19	44	43	3	3	41	—	1	0	76	—	0	1	—	—	2	11	38	—	4	6	43	31	
	CD2	24	22	11	45	34	3	5	40	—	1	2	39	—	0	1	—	—	1	7	78	—	4	10	38	33	
	CD3	24	34	17	32	30	3	7	32	—	1	0	30	—	3	2	40	—	2	6	36	—	8	11	36	33	
	CDCN	24	25	20	40	35	4	X	34	29	0	X	—	—	1	X	82	—	0	X	—	—	4	X	34	31	
 Mechanic	CMC	24	4	0	—	—	—	2	—	—	0	0	—	—	0	0	—	—	1	9	63	—	0	2	—	—	
	CM1	24	7	2	37	—	3	2	37	—	0	0	—	—	0	0	—	—	1	13	39	—	0	2	—	—	
	CM2	24	2	0	—	—	—	3	—	—	0	0	—	—	0	0	—	—	0	9	—	—	1	3	28	—	
	CM3	24	22	14	35	29	4	4	29	26	0	0	—	—	3	0	39	—	1	12	26	—	3	3	59	—	
	CMCN	24	3	2	29	—	1	X	31	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	
 Builder	BUC	24	10	8	53	31	2	3	52	—	0	0	—	—	0	0	—	—	1	11	109	—	2	3	34	—	
	BU1	24	18	12	46	36	4	7	59	23	0	0	—	—	0	3	—	—	4	22	50	34	6	3	47	34	
	BU2	24	7	2	34	—	1	3	43	—	1	0	54	—	0	0	—	—	2	33	34	—	0	1	—	—	
	BU3	24	20	19	36	29	2	4	26	—	1	0	29	—	0	0	—	—	1	10	26	—	2	0	27	—	
	BUCN	24	2	1	26	—	1	X	29	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	
 Steel Worker	SWC	24	13	7	174	36	1	2	29	—	0	0	—	—	0	0	—	—	2	0	53	—	2	0	48	—	
	SW1	24	6	2	67	—	—	1	—	—	0	0	—	—	0	0	—	—	1	1	71	—	2	0	52	—	
	SW2	24	3	3	38	—	—	2	—	—	0	0	—	—	0	0	—	—	0	3	—	—	0	3	—	—	
	SW3	24	22	16	45	32	5	1	33	27	0	0	—	—	0	0	—	—	0	4	—	—	7	0	41	32	
	SWCN	24	1	0	—	—	—	X	—	—	0	X	—	—	0	X	—	—	1	X	27	—	0	X	—	—	
 Utilities Man	UTC	18	4	3	53	—	—	2	—	—	0	0	—	—	0	1	—	—	0	6	—	—	1	1	42	—	
	UT1	18	4	3	35	—	—	2	—	—	0	0	—	—	0	0	—	—	0	3	—	—	1	2	30	—	
	UT2	18	5	4	36	22	1	3	30	—	0	0	—	—	0	0	—	—	0	3	—	—	1	3	22	—	
	UT3	18	10	7	27	25	2	2	37	—	0	0	—	—	0	0	—	—	1	3	25	—	1	3	23	—	
	UTCN	18	0	0	—	—	—	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	
 Steward	SDC	36	43	0	—	—	—	14	—	—	3	9	59	—	0	9	—	—	1	21	45	—	0	15	—	—	
	SD1	36	173	24	215	96	14	18	201	62	22	7	215	91	18	14	106	96	25	18	240	164	5	15	47	44	
	SD2	36	119	20	72	55	6	12	155	86	25	3	150	111	12	12	113	75	7	22	115	57	9	19	57	50	
	SD3	36	148	25	159	96	16	19	85	61	26	4	114	105	28	15	107	86	13	29	79	64	9	29	96	53	
	TN	24	50	12	81	40	1	99	35	—	7	27	53	39	3	49	33	—	5	91	48	29	14	114	39	37	
 Aviation Mochinist's Mate	ADC	24	113	0	—	—	14	18	67	49	4	2	55	40	12	23	53	43	0	29	—	—	2	20	88	—	
	AD1	24	85	1	25	—	17	41	46	42	6	3	61	39	22	46	69	53	1	45	30	—	9	37	97	34	
	AD2	24	42	3	45	—	4	58	39	35	1	4	53	—	5	67	74	35	3	58	45	—	2	55	84	—	
	AD3	18	5	1	21	—	1	69	22	—	0	3	—	—	0	87	—	—	0	69	—	—	0	73	—	—	
	ADAN	18	5	1	29	—	0	X	—	—	0	X	—	—	2	X	29	—	0	X	—	—	1	X	50	—	
 Aviation Electronics Technician Electronicsmon	ALC	24	38	1	53	—	2	10	53	—	0	4	—	—	10	8	114	84	4	5	180	37	1	4	48	—	
	ATC	24	62	2	84	—	12	17	126	72	4	2	65	37	7	20	61	45	0	18	—	—	9	10	68	37	
	AL1	18	16	2	85	—	0	25	—	—	3	1	112	—	3	24	61	—	0	24	—	—	0	14	—	—	
	AT2	18	21	1	22	—	1	34	26	—	4	2	32	23	5	29	44	25	0	33	—	—	1	18	20	—	
	AL3	18	4	1	45	—	0	X	—	—	1	X	23	—	0	X	—	—	0	X	—	—	0	X	—	—	
 Aviation Ordnoncemon	AOC	24	42	2	46	—	4	4	63	44	0	0	—	—	5	6	93	41	0	9	—	—	3	9	23	—	
	AO1	24	88	12	71	39	10	7	74	53	1	0	101	—	12	5	102	79	4	13	71	34	12	12	100	41	
	AO2	24	56	18	96	36	11	13	126	80	1	0	39	—	6	7	104	38	3	19	59	—	6	18	96	43	
	AO3	18	48	12	29	28	3	17	46	—	4	0	28	20	6	9	88	34	5</								

8TH ND				9TH ND				11TH ND				12TH ND				13TH ND				PRNC				SRNC				CNATRA				RATE
		MDS. SEA DUTY				MDS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MDS. SEA DUTY				MDS. SEA DUTY				MOS. SEA DUTY		
NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	
0	0	—	—	0	7	—	—	1	1	89	—	1	2	71	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	MLC
0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	ML1
0	0	—	—	0	0	—	—	0	0	—	—	0	4	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	ML2
0	0	—	—	0	0	—	—	1	2	85	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	ML3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	MLFN
1	0	55	—	0	1	—	—	0	4	—	—	1	—	—	—	0	0	—	—	0	1	—	—	0	0	—	—	0	0	—	—	SVC
0	0	—	—	0	0	—	—	0	5	—	—	0	—	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	SV1
0	0	—	—	0	0	—	—	0	3	—	—	0	—	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	SV2
1	0	20	—	0	0	—	—	1	6	20	—	0	—	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	SV3
0	X	—	—	0	X	—	—	0	X	—	—	X	—	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	SVCN
0	0	—	—	0	8	—	—	0	10	—	—	2	—	—	—	0	0	—	—	0	1	—	—	0	0	—	—	0	10	—	—	CEC
0	0	—	—	0	5	—	—	0	12	—	—	0	—	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	6	—	—	CE1
0	0	—	—	0	0	—	—	0	13	—	—	1	1	33	—	0	1	—	—	0	0	—	—	0	0	—	—	0	8	—	—	CE2
1	0	24	—	0	0	—	—	3	20	39	—	1	1	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	8	—	—	CE3
0	X	—	—	0	X	—	—	0	X	—	—	X	—	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	CECN
1	0	43	—	0	1	—	—	0	19	—	—	3	—	—	—	0	3	—	—	1	1	35	—	0	0	—	—	2	13	44	—	CDC
1	0	27	—	3	0	36	—	5	22	43	34	2	2	47	—	0	3	—	—	0	2	—	—	0	0	—	—	3	25	44	—	CD1
2	0	32	—	3	0	35	—	2	31	45	—	4	—	—	—	3	4	65	—	1	3	47	—	0	0	—	—	1	39	39	—	CD2
0	0	—	—	12	0	34	32	3	49	28	—	4	—	—	—	0	5	—	—	2	13	32	—	0	0	—	—	0	49	—	—	CD3
3	X	34	—	6	X	40	32	6	X	35	32	X	—	—	—	0	X	—	—	1	X	36	—	0	X	—	—	0	X	—	—	CDCN
0	0	—	—	0	6	—	—	3	16	43	—	1	—	—	—	0	0	—	—	0	1	—	—	0	0	—	—	0	9	—	—	CMC
1	0	30	—	1	0	58	—	1	16	28	—	1	1	—	—	0	1	—	—	0	0	—	—	0	1	—	—	0	12	—	—	CM1
0	0	—	—	0	0	—	—	0	24	—	—	1	1	—	—	0	0	—	—	0	0	—	—	0	1	—	—	1	18	41	—	CM2
1	0	36	—	3	0	54	—	5	31	33	29	1	2	29	—	0	1	—	—	0	0	—	—	0	1	—	—	1	22	26	—	CM3
0	X	—	—	1	X	29	—	0	X	—	—	X	—	—	—	1	X	25	—	0	X	—	—	0	X	—	—	0	X	—	—	CMCN
0	1	—	—	0	4	—	—	3	13	44	—	1	3	31	—	0	1	—	—	0	0	—	—	0	0	—	—	0	9	—	—	BU3
0	0	—	—	1	5	46	—	2	20	35	—	10	—	—	—	0	2	—	—	0	0	—	—	0	0	—	—	0	22	—	—	BU1
0	0	—	—	1	9	28	—	0	28	—	—	1	10	53	—	0	0	—	—	0	0	—	—	0	0	—	—	0	20	—	—	BU2
1	0	41	—	5	0	37	26	6	30	29	28	1	0	27	—	0	0	—	—	0	0	—	—	1	0	26	—	0	15	—	—	BU3
0	X	—	—	0	X	—	—	1	X	26	—	X	—	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	BU3
0	0	—	—	0	9	—	—	6	3	174	36	1	1	152	—	0	0	—	—	0	0	—	—	0	0	—	—	1	2	43	—	SWC
0	0	—	—	0	0	—	—	2	12	67	—	1	1	50	—	0	0	—	—	0	0	—	—	0	0	—	—	0	6	—	—	SW1
0	0	—	—	1	2	29	—	2	17	38	—	2	—	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	9	—	—	SW2
3	0	45	—	3	0	30	—	3	19	32	—	0	—	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	6	—	—	SW3
0	X	—	—	0	X	—	—	0	X	—	—	X	—	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	SWCN
0	0	—	—	0	1	—	—	2	8	26	—	1	5	53	—	0	1	—	—	0	0	—	—	0	0	—	—	0	8	—	—	UTC
1	0	22	—	0	3	—	—	1	8	38	—	1	—	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	9	—	—	UT1
0	0	—	—	0	0	—	—	2	10	36	—	1	2	83	—	0	1	—	—	0	0	—	—	0	0	—	—	0	13	—	—	UT2
3	0	25	—	0	0	—	—	1	12	27	—	1	1	30	—	0	0	—	—	0	0	—	—	0	0	—	—	0	18	—	—	UT3
0	X	—	—	0	X	—	—	0	X	—	—	X	—	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	UTCN
1	3	42	—	0	5	—	—	31	17	85	81	7	17	72	47	3	9	—	—	0	23	—	—	0	10	—	—	0	43	—	—	SDC
2	4	43	—	6	6	177	44	46	32	200	83	21	20	85	71	3	9	97	—	8	17	53	47	1	11	58	—	2	84	46	—	SD1
2	2	72	—	8	6	101	52	15	43	115	69	14	21	113	62	5	5	71	52	8	12	116	42	3	5	58	—	4	115	58	40	SD2
3	3	38	—	3	7	53	—	14	51	159	106	23	24	111	87	7	6	107	55	4	17	71	48	1	5	53	—	1	159	59	—	SD3
4	14	44	31	3	48	40	—	1	156	39	—	0	105	—	—	3	30	81	—	8	67	57	34	1	345	38	—	0	491	—	—	TN
0	1	—	—	0	0	—	—	22	52	97	55	37	33	148	93	16	2	104	90	1	87	54	—	3	3	72	—	2	363	40	—	ADC
1	0	34	—	0	0	—	—	3	94	37	—	16	61	131	83	7	5	61	47	0	145	—	—	1	6	90	—	2	789	39	—	AD1
1	0	28	—	1	0	44	—	3	120	50	—	13	68	55	46																	

BuPers Shore Duty Eligibility List (cont.)

	RATE	CONTINUOUS SEA DUTY NEEDED TO SUPPLY SOEL	TOTAL NUMBER MEN ON SOEL	ANYWHERE U.S.			1ST ND				3RD ND				4TH ND				5TH ND				6TH ND			
				NDS. SEA DUTY			NDS. SEA DUTY				NOS. SEA DUTY				NDS. SEA DUTY				NOS. SEA DUTY				NOS. SEA DUTY			
				NO. MEN ON LIST	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN
Aviation Boatswain's Mate 	ABC	24	14	2	32	—	2	3	48	—	0	0	—	—	2	13	47	—	1	7	36	—	4	7	38	28
	AB1	24	80	29	69	47	2	2	48	—	4	0	73	39	11	23	53	46	3	12	36	—	9	11	88	44
	AB2	24	40	14	93	56	4	3	83	45	2	1	93	—	10	36	83	50	1	14	59	—	4	14	54	36
	AB3	18	22	6	86	20	5	4	25	20	1	0	19	—	4	55	27	20	0	21	—	—	4	19	49	20
	ABAN	18	5	0	—	—	1	X	25	—	1	X	22	—	1	X	24	—	0	X	—	—	0	X	—	—
Aviation Electrician's Mate 	AEC	24	20	0	—	—	1	3	46	—	2	0	109	—	4	4	76	38	0	6	—	—	1	3	26	—
	AE1	24	28	3	44	—	2	8	29	—	0	0	—	—	5	7	46	35	0	6	—	—	12	8	53	43
	AE2	18	12	0	—	—	0	10	—	—	0	1	—	—	0	10	—	—	0	10	—	—	5	9	83	38
	AE3	18	24	2	23	—	4	14	93	22	2	0	27	—	10	12	88	25	1	14	22	—	2	12	23	—
	AEAN	18	5	1	22	—	2	X	58	—	0	X	—	—	0	X	—	—	1	X	22	—	1	X	22	—
Aviation Structural Mechanic 	AMC	24	30	0	—	—	3	4	41	—	0	1	—	—	0	9	—	—	0	6	—	—	1	10	76	—
	AM1	24	43	1	40	—	9	11	83	47	1	1	61	—	11	15	67	49	0	15	—	—	3	16	43	—
	AM2	18	15	0	—	—	5	17	75	40	0	1	—	—	3	21	58	—	0	19	—	—	0	27	—	—
	AM3	18	18	1	20	—	6	24	45	20	0	—	—	—	3	31	29	—	0	24	—	—	1	32	21	—
	AMAN	18	1	0	—	—	1	X	28	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—
Parachute Rigger 	PRC	24	1	0	—	—	0	3	—	—	0	0	—	—	0	4	—	—	0	2	—	—	0	5	—	—
	PR1	24	11	1	25	—	2	2	88	—	1	0	62	—	2	2	82	—	2	3	34	—	0	0	—	—
	PR2	18	8	0	—	—	0	2	—	—	0	0	—	—	3	0	43	—	1	2	24	—	0	2	—	—
	PR3	18	3	0	—	—	1	5	81	—	0	0	—	—	0	8	—	—	0	4	—	—	0	10	—	—
	PRAN	18	6	1	19	—	1	X	26	—	0	X	—	—	0	X	—	—	0	X	—	—	2	X	53	—
Aviation Starekeeper 	AKC	24	1	0	—	—	0	5	—	—	0	1	—	—	0	8	—	—	0	9	—	—	0	7	—	—
	AK1	24	9	0	—	—	0	10	—	—	0	1	—	—	2	16	37	—	0	15	—	—	3	15	36	—
	AK2	18	5	0	—	—	0	15	—	—	0	1	—	—	0	22	—	—	0	24	—	—	0	21	—	—
	AK3	18	2	0	—	—	1	16	30	—	0	2	—	—	0	32	—	—	0	30	—	—	0	29	—	—
	AKAN	18	1	0	—	—	—	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—
Photographer's Mate 	PHC	24	8	0	—	—	1	3	35	—	0	2	—	—	0	7	—	—	0	7	—	—	2	1	42	—
	PH1	24	9	0	—	—	1	4	47	—	0	3	—	—	0	14	—	—	0	16	—	—	2	7	30	—
	PH2	18	1	0	—	—	—	4	—	—	0	4	—	—	0	14	—	—	0	17	—	—	0	9	—	—
	PH3	18	5	2	22	—	2	4	54	—	1	4	22	—	0	18	—	—	0	22	—	—	0	14	—	—
	PHAN	18	4	0	—	—	2	X	36	—	0	X	—	—	1	X	40	—	0	X	—	—	0	X	—	—
Airman	AN	24	19	6	44	28	2	432	26	—	1	17	29	—	4	357	64	27	0	567	—	—	3	582	47	—

Applications for Transfer From Line to Supply Corps Are Open to Certain USN Officers

Certain Regular Navy line officers are eligible to make application for transfer to the Supply Corps.

Applications are invited from permanently commissioned line officers of the Regular Navy, not above the grade of lieutenant, who have completed a minimum of one year of sea duty, and permanently commissioned line officers in the grade of lieutenant commander who are not physically qualified for duty in the line and whose degree of physical impairment is such that waivers for continuance in line duties cannot be granted.

Applications should be forwarded to the Chief of Naval Personnel (Attn: Pers B113h) via commanding officers in time to reach this Bureau by 7 Feb 1956.

Applications for transfer to the Supply Corps are particularly desired from officers who do not meet the physical requirements for permanent unrestricted line commission in order that they may have an opportunity to continue a career

in the Regular Navy. The physical requirements for the Supply Corps, particularly in regard to vision, are not so exacting as those for the line. Officers in this category who apply for transfer to the Supply Corps must submit a "Report of Medical Examination" (Standard Form 88), in duplicate, and "Report of Medical History" (Standard Form 89), with their applications.

Applications will be acknowledged and retained on file for consideration by a selection board which will convene on or about 21 Feb 1956. Applicants will be informed of their selection or nonselection as soon as practicable.

Officers selected for transfer to the Supply Corps will be ordered to the Supply Corps School, Athens, Georgia, for duty under instruction. Each applicant must include in his application a statement to the effect that if selected for transfer to the Supply Corps and assigned to the Supply Corps School, he will not resign or request release from active duty during the curriculum and that he agrees to serve on active duty for at least one year after completing the course. This obligated service is

in addition to that incurred upon commissioning in the Regular Navy.

Authorization may be found in BuPers Notice 1210, 6 Sep 1955.

GCA Unit at Pt. Mugu Hits the 2000 Mark

Two thousand instrument approaches have been completed within 20 months by Ground Control Approach Unit Number 47 stationed at Point Mugu, Calif.

The unit was established at Point Mugu in January 1954 and claims an average of approximately twice as many instrument approaches and landings since its inception as any other GCA unit throughout the Navy.

In May 1954 the unit recorded 342 instrument approaches in one month and by August of 1954 had made 1000 instrument approaches inside of eight months.

The 2000th approach was made with a pilotless or "drone" aircraft. In such an operation the radio instructions are relayed by the ground control approach unit to the aircraft controller. After the aircraft is sighted, the landing is made visually by the aircraft controller.

8TH ND				9TH ND				11TH ND				12TH ND				13TH ND				PRNC				SRNC				CNATRA				RATE
NDS SEA DUTY				NOS. SEA DUTY				NOS. SEA DUTY				NOS. SEA DUTY				NDS. SEA DUTY				NDS SEA DUTY				NOS. SEA DUTY				NOS SEA DUTY				
NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	
0	0	—	—	0	0	—	—	5	10	40	35	0	6	—	—	0	0	11	—	0	1	—	—	0	1	—	—	0	22	—	—	ABC
0	0	—	—	2	0	57	—	13	16	50	47	5	11	74	35	5	1	62	42	2	0	63	—	1	0	64	47	—	—	—	AB1	
2	0	58	—	3	0	87	—	3	16	54	—	6	19	96	36	2	0	59	—	1	1	65	—	1	1	71	46	—	—	—	AB2	
1	0	41	—	1	0	39	—	2	28	78	—	0	22	—	—	1	0	27	—	2	31	86	—	1	1	57	—	0	94	—	—	AB3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	1	X	27	—	0	X	—	—	1	X	24	—	0	X	—	—	ABAN
0	0	—	—	0	0	—	—	1	12	40	—	6	6	68	49	3	0	74	—	0	14	—	—	0	1	—	—	1	63	67	—	AEC
0	0	—	—	0	0	—	—	2	24	44	—	3	8	56	—	1	1	39	—	1	23	36	—	1	1	43	—	1	134	42	—	AE1
0	0	—	—	2	0	60	—	0	36	—	—	1	12	54	—	0	0	—	—	2	35	51	—	0	1	—	—	1	200	39	—	AE2
0	0	—	—	3	0	34	—	1	36	23	—	0	17	—	—	1	1	55	—	0	37	—	—	0	1	—	—	0	255	—	—	AE3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	1	X	23	—	0	X	—	—	0	X	—	—	0	X	—	—	AEAN
0	1	—	—	0	0	—	—	8	25	43	39	15	14	175	68	1	1	165	—	2	19	158	—	0	2	—	—	0	156	—	—	AMC
0	2	—	—	0	0	—	—	1	62	43	—	10	24	76	37	7	1	75	61	0	38	—	—	0	4	—	—	1	334	38	—	AM1
0	1	—	—	0	0	—	—	0	78	—	—	2	43	36	—	4	1	73	37	1	51	84	—	0	5	—	—	0	500	—	—	AM2
1	0	19	—	4	0	41	20	0	110	—	—	1	50	22	—	1	1	80	—	0	68	—	—	0	7	—	—	0	672	—	—	AM3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	AMAN
0	0	—	—	0	0	—	—	0	8	—	—	0	4	—	—	1	1	64	—	0	4	—	—	0	1	—	—	0	25	—	—	PRC
0	0	—	—	0	0	—	—	0	10	—	—	3	1	42	—	0	0	—	—	0	9	—	—	1	0	53	—	0	41	—	—	PR1
1	0	73	—	0	0	—	—	1	14	29	—	0	2	59	—	0	0	—	—	0	10	—	—	1	1	76	—	0	56	—	—	PR2
0	0	—	—	0	0	—	—	0	20	—	—	0	7	—	—	2	1	43	—	0	15	—	—	0	2	—	—	0	80	—	—	PR3
0	X	—	—	0	X	—	—	0	X	—	—	2	X	41	—	1	X	53	—	0	X	—	—	0	X	—	—	0	X	—	—	PRAN
0	0	—	—	0	0	—	—	0	14	—	—	0	7	—	—	1	1	40	—	0	14	—	—	0	1	—	—	0	41	—	—	AKC
0	1	—	—	1	0	36	—	1	23	40	—	1	16	59	—	0	1	—	—	0	17	—	—	0	1	—	—	1	70	42	—	AK1
0	0	—	—	1	0	55	—	2	37	67	—	2	23	106	—	0	2	—	—	0	21	—	—	0	2	—	—	0	99	—	—	AK2
0	0	—	—	0	0	—	—	1	46	28	—	0	31	—	—	0	3	—	—	0	25	—	—	0	2	—	—	0	134	—	—	AK3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	1	X	46	—	0	X	—	—	0	X	—	—	0	X	—	—	AKAN
0	1	—	—	0	1	—	—	3	8	57	—	1	4	45	—	1	1	48	—	0	47	—	—	0	2	—	—	0	12	—	—	PHC
0	3	—	—	0	3	—	—	1	20	25	—	1	7	35	—	3	4	43	—	1	82	47	—	0	1	—	—	0	26	—	—	PH1
1	3	39	—	0	2	—	—	0	28	—	—	0	6	—	—	0	2	—	—	0	115	—	—	0	1	—	—	0	36	—	—	PH2
0	0	—	—	0	5	—	—	1	41	20	—	0	10	—	—	1	0	18	—	0	165	—	—	0	2	—	—	0	50	—	—	PH3
0	X	—	—	0	X	—	—	1	X	19	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	PHAN
3	2	39	—	1	—	29	—	0	1241	—	—	2	721	44	—	1	51	67	—	1	1065	25	—	1	75	53	—	0	7077	—	—	AN

Fleet Candidate Sets OCS Record

A former enlisted man, Ensign Robert M. Woolnough, of Pasadena, Calif., has set an all-time high scollastic record at the Naval Officer Candidate School, at Newport, R. I.

Woolnough compiled a record of 3.851 during the 16-week course. This meant that he correctly answered better than 96 per cent of the questions asked. Normally, the average is about 78 per cent for all officer candidates.

Woolnough's average was the highest ever recorded during this school's five-year history. The previous record was held by Ensign Robert V. Whitman who compiled a record of 3.799 in December 1954 and who holds a degree of doctor of science from MIT and was a professor and research engineer there before entering the Navy.

A Navy veteran of 12 years' active duty as an enlisted man and warrant officer, Woolnough was selected to attend the Officer Candidate School along with 225 other men from the Fleet. The selections were based on all-Navy competitive examinations, interviews, and recom-

mendations. It was the third such class of regular Navy men chosen for OCS. The other two were in 1953 and 1954.

Ordinarily, officer candidate enrollees have had college backgrounds and graduate from the school here

with Reserve commissions. Woolnough, as a Fleet candidate, received his commission as a member of the regular Navy and will continue to make the Navy his career. His first duty as an ensign will be in USS *Woodpecker* (AMS 209).

Leathernecks Have a Salty Vocabulary Too

Along with their magnificent combat record, the Marines have other points that set them apart. They have traditions of the Corps, and legends, for example. Also, the Corps has a salty vocabulary and many seagoing phrases.

A great many are similar to those used by all men of the sea. The "Semper Fi" boys, however, have a few of their own. They call their campaign ribbons "beer chits" (because with them and twenty-five cents, you can get a beer). Their company clerk-typist is called the "company clown." The "first soldier" refers to the first sergeant.

Probably everyone knows that the "DI" is the drill instructor, the one who pushes the boots around in such places as Parris Island.

But some may not know that the term for necktie is "field scarf" and the bugler makes "field music."

If you're ever around the "gunney" or any Marine, non-commissioned or not, don't let him hear you refer to a rifle as a gun.

The Navy phrase "take five," and the still older phrase "take a blow," (referring to the whale that surfaces to blow—that is, to get some air) has an equivalent you'll hear from Marines: "Loosen your pack and set a while." Or, "Take off your pack, Mac, you're not going anywhere."

Every Marine is a rifleman, and, like the Navyman, his first task is to fight. Therefore, you'll notice that most Marine stories, legends, and phrases have to do with combat, and their equipment.

BOOKS: PLENTY OF SEA STORIES FOUND IN THIS MONTH'S SELECTION

AMONG THE WIDE RANGE of books about the sea chosen by the Bureau of Naval Personnel's library staff, you are sure to find some to suit your taste as you browse through your ship or station library.

Sea Fights and Shipwrecks by Hanson W. Baldwin, for example, is a scholarly and highly readable venture into an area which has caused more inexperienced writers to founder unhappily. However, in the 18 episodes he has selected, Baldwin has again demonstrated his skill and technique.

He tells of the deaths of many ships, from 1816 to 1945 in every part of the world. Shipwreck and disaster, endurance and battle, mystery and mutiny, heroism and cowardice—all have a place in this book. He includes such standard subjects as the sinking of the *Lusitania* and the *Titanic*, but also tells of the storms which humbled the Third Fleet in 1944 and 1945 and the Battle for Leyte Gulf, with special notes written for this book by ADM Thomas

C. Kincaid, USN (Ret.), and FADM William F. Halsey, Jr., USN (Ret.), and the struggle at Okinawa and the Kamikaze planes. He also includes the story of the French frigate *Medusa*, the *Somers* incident, the sinking of a cranky Japanese submarine in 1910, the human torpedoes of World War I, the epic of the *Saginaw* gig, the *Mary Celeste* mystery, the tradition of the sea, "women and children first," said to have been established by the *Birkenhead* sinking.

A Sailor's Life, by Jan de Hartog, provides a complete change of pace. Despite its title, it is no autobiography of a sailor. It is a notebook of odd facts of life of a sailor at sea. It includes such subjects as seasickness, homesickness, navigational aids, windjammers, tugboats, ships, doctors, cabin boys, smugglers, bars and sweethearts. However, it is no textbook. There's sheer entertainment in the unexpected, in the sense of understanding and in the wry advice given to sea-struck youngsters.

Right Down the Line, edited by Charles A. Pearce, is more in the nature of a professional book and has a somewhat new approach in its treatment of the old subject of leadership. It advances the proposition that the difference between the good leader and his followers may be very slight and, at times, almost invisible and almost indefinable. The good leader, by force of his example, imparts to other men the qualities that are well developed in himself. More illustrations than text.

Make A Signal by Jack Broome, is a collection of signals, famous and infamous, made in, to, or about the British Navy. The author has made the book something more than this by his discussions on the qualities of the ideal signals and the circumstances that govern them. Although of special interest to communications personnel, you don't have to be an expert to understand and appreciate the many anecdotes and yarns that fill the book. Where a naval situation might be appreciated only by the initiated, he illustrates with a graphic and informal drawing. The implications of some of the saltier messages are left up to you. Not especially salty, perhaps, but we liked one mes-

sage he recorded: "That's fine. Now try the other foot."

Had enough of the sea? If so, you might try *High Adventure*, by Edmund Hilary. This is the latest book which tells of the conquest of Mt. Everest and, as such, tells the story by the man who was probably most responsible for the final victory by the British expedition. It tells of the weeks of labor, months of preparation and years of defeat which were brought to an end when Hilary and Tenzing Norgay finally stood at the peak of Everest.

It's exciting reading and, in spite of the many books previously published concerning the conquest of Mt. Everest, contains much that is new. The final section, which deals with the 1953 achievements, presents a many-times told tale from yet another angle, a very human, sometimes emotional, and always readable one.

On the other hand, *Angry Hills*, by Leon M. Uris, is just plain adventure tale without complications or overtones. It's concerned with the underground and espionage during the German invasion of Greece. There's the lovely peasant girl who nurses the hero back to life, another beautiful resistance operator whose children are held as hostages to ensure that she will cooperate with the enemy, battles, and a final narrow escape.

For history plus fiction with a cloak and dagger twist, you might try *Farewell to Valley Forge*, by David Taylor. In spite of the book's title, much of the action is laid in Philadelphia where the rebel Captain Jonathan Kimball is sent to round up much needed military and psychological information. The importance of his mission increases when Washington, fearing a peace movement with the British willing to grant all concessions except outright independence, determines upon a pitched battle with the major forces of the enemy at Valley Forge.

There is the usually beautiful heroine who cooperates with Jonathan in spying successfully until she is captured and, of course, it is his timely arrival which saves her.

Swiftly, but without losing its telling qualities, the story shifts from action at Valley Forge, Washington's inspired leadership and strategy, rumor-mongering General Charles Lee's betrayal, and the aid to the cause given by such historical familiars as Lafayette, Steuben, and Wayne.

SONGS OF THE SEA



When The Cruise Is Over

Ev'ry cloud has a silver lining,
Ev'ry summer cruise its end,
Ev'ry drill will have its recoll,
Ev'ry trouble soon will mend.
And when the cruise is over,
And we sight old Boncroft Hall,
We'll go on leave o-shouting,
It's a good world after all! Ev'ry oll.

Life in the 19th Century Navy



ALL HANDS
BOOK SUPPLEMENT

With wit and a deep sense of humanity, RADM Albert S. Barker tells of his career from ensign to admiral during one of the most significant periods of the U.S. Navy—from early days at Annapolis before the Civil War to his retirement as commander of the North Atlantic Fleet in 1905.

Albert Smith Barker was a typical product of his time. Graduated from Annapolis in 1862, he participated as a junior officer in the capture of New Orleans and the reduction of Port Hudson. After the Civil War he was active in the new spirit of scientific and mechanical development of the "New Navy," as described below, won considerable fame for his deep-sea soundings in 1882-1886 and later was attached to the Bureau of Navigation (now the Bureau of Naval Personnel). After he was made a member of the naval board of strategy, he commanded the cruiser Newark in the bombardment of Santiago in the Spanish-American War and in 1899 relieved Admiral George Dewey as Commander of the Asiatic Fleet. Shortly after his retirement in 1905, he was promoted to rear admiral. Born in Hanson, Mass., in 1843, he died in 1916.

Within a short time after his graduation from Annapolis, he was assigned to the side-wheeler Mississippi and thus took part in the battle of New Orleans and other operations on the lower Mississippi River. The tense voyage up the river in the face of enemy fire is described below.

MIDNIGHT APPROACHED while we still eagerly waited, when suddenly two red lanterns were hung over the stern of *Hartford*, which was the signal for getting under way. All lights had been extinguished or properly screened aboard the ships, and in silence and in darkness the gun crews went to their stations at their respective guns.

Soon we were underway and in position astern of *Pensacola*, the second vessel in the line, *Cayuga* being the first, or leading vessel. Our ships were to reserve their fire until the enemy should open upon us, hence we steamed slowly up the river against the strong current in

silence, awaiting in intense suspense the first shot from the enemy.

At last, a flash—the whiz of a shell over our decks, and the battle had begun. Fast and furious was the engagement now; the forts on both sides of the river firing as rapidly as possible, and our ships returning the fire as their guns could be brought to bear.

We nearly collided with the Confederate's ironclad *Louisiana* and exchanged shots with her while the muzzles of our respective guns were almost touching. Soon thereafter, what should be seen approaching in the darkness but the dreaded ram *Manassas*. Chief Boatswain's Mate Smith, while serving the howitzer in the fore top, saw the creature coming down upon us and gave the alarm. With a port helm *Mississippi* took a sheer which caused the ram to miss our port paddle wheel, but she struck us on our port quarter. Thanks to the thick planking, the wound, though serious, was not fatal.

A stand of grape came through the side of our ship, directly in front of me and in range of several of my men who were training a gun. The grape went through the mattress, but stopped with only one thickness of canvas to hold it! To this arrangement of hammock protection, therefore, several of us owed our lives.

The fleet was well above the forts when daylight broke. Upon looking down the river *Manassas* was seen heading up stream. Captain Warley, who commanded *Manassas*, had made a cruise in *Mississippi* and knew that she was a powerful ship. He dared not risk an encounter with a vessel of her size coming down with a swift current and under a full head of steam so he steered the ram into the bank. As we passed her our guns were fired at point-blank range while her crew

From *Everyday Life in the Navy*, by RADM Albert S. Barker, USN. Published by the Gorham Press, 1928, Boston, and reprinted with the permission of Bruce Humphries, Inc.



USS MISSISSIPPI was product of transitional period of Navy's development; neither completely sail nor steam.

were jumping ashore. As soon as possible our boats boarded the craft, my own boat being the first to reach her. But everyone had left the ram, valves had been opened and her machinery injured. It was found impracticable to get her off at that time so our boats were recalled and she was set on fire. Afterwards she slipped off into deep water floated some distance down stream, and finally sank or blew up.

Farragut had the whole fleet make a short stop at the Quarantine station, and then we proceeded on up the river. Excitement and joy over the victory ran high, and people who had not been even on friendly terms before, embraced each other and wept with joy. For the moment etiquette was suspended; man greeted man with enthusiasm born of passing successfully through great danger with nerves at highest tension.

Soon we were under way again, steaming higher up the river, for no time could be lost; and at last we reached a point where Farragut decided to anchor for the night; and there we buried the dead.

Meanwhile ADM Farragut had come up from New Orleans past the Port Hudson batteries and blockading the Red River. He was convinced that control of the lower Mississippi depended upon the occupation of Baton Rouge as a base of operations against the lower Confederate stronghold at Port Hudson, which blocked the way to an advance up the river. Below, ADM Barker tells of Mississippi's role in this attempt.



NAVYMEN of today carry on traditions which, in part, were first established by these wheelsmen of Hartford.

ON THE 14TH OF MARCH, at nine-fifteen at night, the signal agreed upon for getting under way was made by the flag ship *Hartford*, which with *Albatross* lashed on her port side, led the way; next in order was *Richmond* with *Genesee* alongside; then came *Monongabela* and *Kineo*, followed by *Mississippi*, which, being a side-wheeler, was given no consort. The action began at about eleven at night. To support the fleet were mortar vessels and *Essex*, which kept up a constant bombardment until the action was over. *Hartford* and *Albatross* ran past the batteries without material injury, but the other vessels failed to get by. *Richmond* was disabled and dropped down; *Monongabela* grounded. She got off, but in doing so, her engine gave out and she had to drop down out of range.

Mississippi proceeded along all right until she had to stop to avoid running into *Monongabela*; then in the darkness and smoke, the pilot lost his bearings and miscalculated his position. When he thought we were at the sharp turn, the helm was put a-starboard, but unfortunately it was a little too soon, for *Mississippi* grounded on the spit, listing so much to port that the starboard broadside guns ran into a taut breeching.

For half an hour efforts were made to get her afloat by backing the engines at full speed and by throwing overboard such weights as practicable, but without success.

All this time we were under the concentrated fire of the shore batteries, the forward part of the ship suffering the most. When it was found we could not get the vessel afloat, preparations were made to abandon her and the Captain sent Lieutenant Dewey and Ensign Batcheller to set fire to the ship, which they did on the lower deck, at the same time sending word to all on deck whom they found at their stations.

My division of guns was on the quarter deck. I was busy with sighting a gun and was much surprised at the orders, and it was some little time before I knew that orders had been given to leave the ship, because the men were called from the forward divisions first. The enemy's shell set *Mississippi* on fire at once, but this was put out. I remember that our gunner, Mr. Cope, could not believe the orders to abandon ship were authorized and so expressed himself emphatically as he poked his head through the after hatch. He had been below in the after magazine and was ignorant of the situation until he came on deck.

This incident typifies the experiences of a Navyman in the period of the Civil War. The sailor of the mid-nineteenth century, both in battle and in time of peace, found himself in an era of changing tactics and strategy, of new types of ships and equipment. After the war, Barker served in various ships and stations in different parts of the world for several years and was ultimately assigned to Newport for further training. Below he tells in considerable detail of a series of experiments which were to have far-reaching effects on Navy ordnance and, in doing so, reveals the concepts prevalent at that time.

ON THE FIRST OF September, according to my orders, I reported for instruction at the Torpedo Station at Newport. Four of us, Lieutenant Commanders Picking, Chester, Morris, and I took a house in Bath Road, where we lived simply.

Here we took up the study of electricity and chemistry, much to my personal advantage and satisfaction,

under Professor Farmer, a practical electrician of world-wide reputation, and Professor Hill an interesting instructor in physics and chemistry, who was blown up years later in a mill where explosives were manufactured.

It was during the summer following that I experimented with dynamite, firing it first in small quantities in improvised tubes and finally from twenty-four pounder howitzers, filling the shells with dynamite and firing them from howitzers using full powder charges. There is no doubt that I was the first in our country to fire high explosives in shells.

One of the chief sources of apprehension in the use of high explosives for charging projectiles arose from the belief that the highly dangerous fulminate of mercury fuse was necessary for their complete detonation.

On the 18th of May, 1874, while at the Torpedo Station, certain experiments—made by me, I am sure, at the suggestion of Professor Farmer—seemed to prove that the fulminate of mercury fuse was not required as a simple gunpowder fuse would detonate both nitroglycerine and dynamite, if either the gunpowder or the high explosive were confined in a strong metallic case.

Trying to prove this point, I first placed the platinum wire of an ordinary station fuse, connected to a Farmer electrical machine, on yarns soaked in nitroglycerine.

Although the wire was melted and the yarns were set on fire, the nitroglycerine did not explode. This was repeated a number of times with varying lengths of platinum wire, and even with two wires, but no explosion resulted.

But when I tried one and a half ounces of nitroglycerine in an iron tube, with a Stowell metal fuse of rifle powder, the nitroglycerine detonated.

Again the same was tried with an ordinary station fuse of rifle powder in a wooden case, and detonation resulted, and the same fuse and same high explosives in a tin case produced the same result, while in a paper case there was no detonation.

After this I tried first nitroglycerine, then dynamite in paper cases, a copper case fuse with mealed powder, and each high explosive detonated.

I then concluded that my premise was proved, and that we could do away with the highly dangerous fulminate fuse.

This result gave a new impulse to the desire I long had entertained of ascertaining whether or not shells filled with dynamite could safely be fired from great guns—cannon.

Accordingly, I submitted to Captain Simpson, who was then in command of the station, a list of experiments I wished to make in order to ascertain certain facts, and should these experiments warrant me in so doing, I then should desire to make others as follows:

1st. To fire from a musket or rifle, a brass tube or metallic case filled with dynamite.

2nd. To put dynamite or nitroglycerine in a shell and explode it with an ordinary time fuse.

If this should detonate the charge in the shell, then

3rd. To fire a shell filled with dynamite from a howitzer, against a rock, if possible, so that should the shock of the discharge fail to detonate the dynamite in the shell, it could be seen if the impact of the shell against the rock would do it.

4th. To fire an ordinary shell filled with dynamite and fitted with ordinary service fuse.

Captain Simpson cheerfully granted my request.



FIRE, grounding and Confederate shells doom Mississippi as Union Fleet attempts to fight way past Port Hudson.

In trying the effect of fulminate of mercury on nitroglycerine, I used common gas tubing plugged at one end with wood for the inner tube, with a good iron outer tube, the fuse being between.

Other trials were made with fulminate of mercury fuses, and then I tried mealed powder. From all these experiments a necessity for some kind of gun was shown, and accordingly, a small gun of wrought iron was made and finally bolted to a block of wood. From this, I fired small brass tubes, each containing a quarter of an ounce of dynamite.

After a satisfactory number of experiments with the small gun, I then conducted a number of experiments with twenty-four pounder shells at rest, in the bomb proofs at Rose Island.

When satisfied with experiments with shells at rest, a twenty-four pounder howitzer was transported from the Torpedo Station to Rose Island, mounted in one of the bomb proofs, and made ready for firing shells.

The cartridges used were the ordinary service charges, and the gun was fired in every respect as it would have been fired ordinarily in service, except that the vent was filled with powder, which was then fired by an electrical charge.

No measures were taken to reduce the shock of discharge on the projectile in any of these trials.

The first shell fired from the howitzer was nearly full of dynamite and was fired into a thick wall thirteen feet distant. It exploded on impact, making a hole in a solid wall seven inches in depth but considerably spread out; the rock was pulverized and seventy-five pieces of shell were picked up.

When a sufficient number of shells had been fired at short distance, I then fired shells filled with dynamite from the bomb proof up in the bay.

Summing up the results of the experiments:

I found that the fulminate of mercury fuse, then supposed to be the only available force for such work, containing only twenty grains, would tear through the metal case employed, making a premature explosion; hence all further experiments with it ceased.

The next series showed that in no case did the shock of a powder fuse, whether with a metallic or a wooden case, detonate nitroglycerine when it was separated from the fuse by a metal diaphragm, and in no case was there a premature explosion in all of the experiments with the wrought-iron gun, although the best rifle powder was used with varying charges.

The result of firing shells charged with dynamite

from howitzers was very satisfactory. There were no premature explosions.

From man-made explosions we move to the natural type, in touching another interesting episode in the career of a 19th century Navyman. In 1883 the island of Krakatao, a volcanic island in Sunda Strait between Java and Sumatra, literally exploded as a result of volcanic activities. Regarded as one of the greatest natural catastrophes of modern times, the explosion altered the configuration of the strait and so great was the volume of ashes and debris poured out that new islands were formed and debris was scattered across the Indian Ocean as far as Madagascar. The initial eruption and following tidal wave caused great destruction and loss of life. Now in command of Enterprise, Barker here gives his account of the disaster.

We had noticed fine particles of pumice stone floating on the surface of the water, but it did not impress any of us as of particular importance, although we could see no reason for its presence.

During the night the weather was very thick with deluges of rain and vivid lightning. When we had steamed within an estimated distance of ten miles of Flat Cape Light, without seeing it, I hauled away from land, as the night was extremely disagreeable, and I preferred to wait daylight before continuing on our course.

In the morning we made out land, but the weather was so thick and rainy we did not see Flat Cape until after ten o'clock.

All the morning we were passing through large quantities of drifting pumice stone and floating uprooted trees and other debris, with occasionally dead bodies of men and animals. It now was plain that some awful catastrophe had taken place, but just what it was we could form no opinion. As we entered the straits of Sunda, the drift of pumice and trees became thicker, some blocks of pumice being larger than a bushel basket.

A course was shaped to take us through the Bezee Channel, when we made out a Dutch man-of-war heading for us.

She proved to be the ironclad *Prins Hendrick*, and when within hail, her captain sent an officer to tell us of the appalling eruption of Krakatao, accompanied by an earthquake and tidal wave, which had occurred seven days earlier on the twenty-seventh of August.

He stated that Flat Cape Lighthouse had been so damaged that the light could not be shown; that Bezee Channel had been blocked up; that thousands of people had been drowned by the tidal wave; that the town of Angier, as well as smaller towns in the neighborhood, had been utterly destroyed and that there was so much pumice stone in the water on the Sumatra side of the channel that vessels could not communicate with the shore.

I volunteered to remain and assist in warning incoming vessels, but Captain McLeod did not think it necessary, preferring that I continue on to Batavia, taking his despatches to the Admiral there. I anchored in the straits that night and the next day continued on by way of the main channel through the straits. As we passed Krakatao Island, we could see how greatly it had been altered by comparing its present appearance with sketches taken previously. Two-thirds of the

island, at least, had disappeared. It looked as though one of Milton's Satanic spirits had struck it with an infernal cleaver, cutting away the greater portion and burying it in the sea.

New small islands had appeared in the neighborhood, almost level with the surface of the water. Angier had been swept clean of buildings and trees. We could see a portion of the base of the old lighthouse, and the stump of the big banyan tree which had been one of the old land marks.

On the fourth of September we reached Batavia. The anchorage was about a mile and a half from the end of the pier, which was another mile and a half from the customhouse up the canal. The captain of a sailing vessel in port told me that he had been in the straits at the time of the eruption and that fire balls and hot ashes fell on his ship, damaging her considerably.

The day after my arrival, I was surprised to see *Juniata* coming in from Singapore. Commander P. F. Harrington brought telegraphic orders from the Secretary of the Navy for *Juniata* and *Enterprise* to go to the Straits of Sunda to warn vessels. The Department did not know at the time that *Enterprise* already had been there and had offered assistance. However, to obey orders, *Juniata* left Batavia on the seventh and as soon as the calkers had finished calking the deck of *Enterprise*, I prepared to go also, although the Dutch Admiral did not think it necessary that either of our vessels should go.

A number of us called officially on the Governor General, the Hon. F. St. Jacob.

He told me that on the Sumatra side, the tidal wave rushed up a valley to a point thirty miles from sea and reached the base of the house of the resident Governor, which was one hundred and five feet above sea level!

Upon our return to our station we learned that the small island of Tempoza had been entirely stripped of trees and bushes. Along the coast and also on Merak Island it looked as though masses of the earth had been displaced, which would be a natural consequence of uprooting many trees and washing them into the sea; but the soundings which we took agreed with those given on the chart.

Having reached Anjer, I anchored and, with several of the officers, went ashore. The desolation of the place was truly appalling. Practically everything above ground had been swept away. Only rows of brick marked the foundations of the buildings. Bricks and coral were scattered broadcast over the land. Every tree in the town proper either had been twisted off just above the surface of the ground, or had been torn up by the roots. From the battery, where a few guns were lying on the ground, we walked back a mile or more to where a few cocoanut and other trees were standing on ground higher than the town level. Their branches—those which had had branches—had been twisted off perhaps thirty feet from the ground, while the trees themselves were covered with ashes. It looked as though the tidal wave had gone up at least thirty feet in that neighborhood, after which great quantities of ashes must have fallen.

From Anjer we steamed over to Thwartway Island and anchored off its southern side, where some of us went on shore to examine more closely the effects of the tidal wave. Not a vestige of soil or earth remained in the valleys that I examined through which the tidal wave had rushed. Stone and coral and boulders were in the valleys and much drift wood, but no trees nor even roots of trees and no soil.

The western side of the island looked as if portions had been split off. Only the trees on the higher portions of the island which the tidal wave did not reach, remained, and from a distance it had the appearance of an island split into parts.

From Thwartway we steamed over towards Krakatao, taking soundings continually and comparing them with those noted on the charts. When within about five miles of the island, we found a shallow spot of fourteen fathoms, but before another cast could be taken, we had passed over the shoal spot, and notwithstanding a prolonged search we could not find it again.

While engaged in searching for this, a new island that had appeared began to show signs of activity.

Puffs of smoke and dust ascended and at the same time a line of breakers started, extending across from Bezee Island to Krakatao.

We thought that another tidal wave might be forming; hence hatches and ports were closed quickly and the ship was headed away from the danger, but nothing of importance came of it, although the Chief Engineer said that the temperature of the injection water went up four degrees.

After this we steamed within about three miles of the new island called by the Dutch, Calmeijer, and skirted within a mile and a half of Krakatao, which

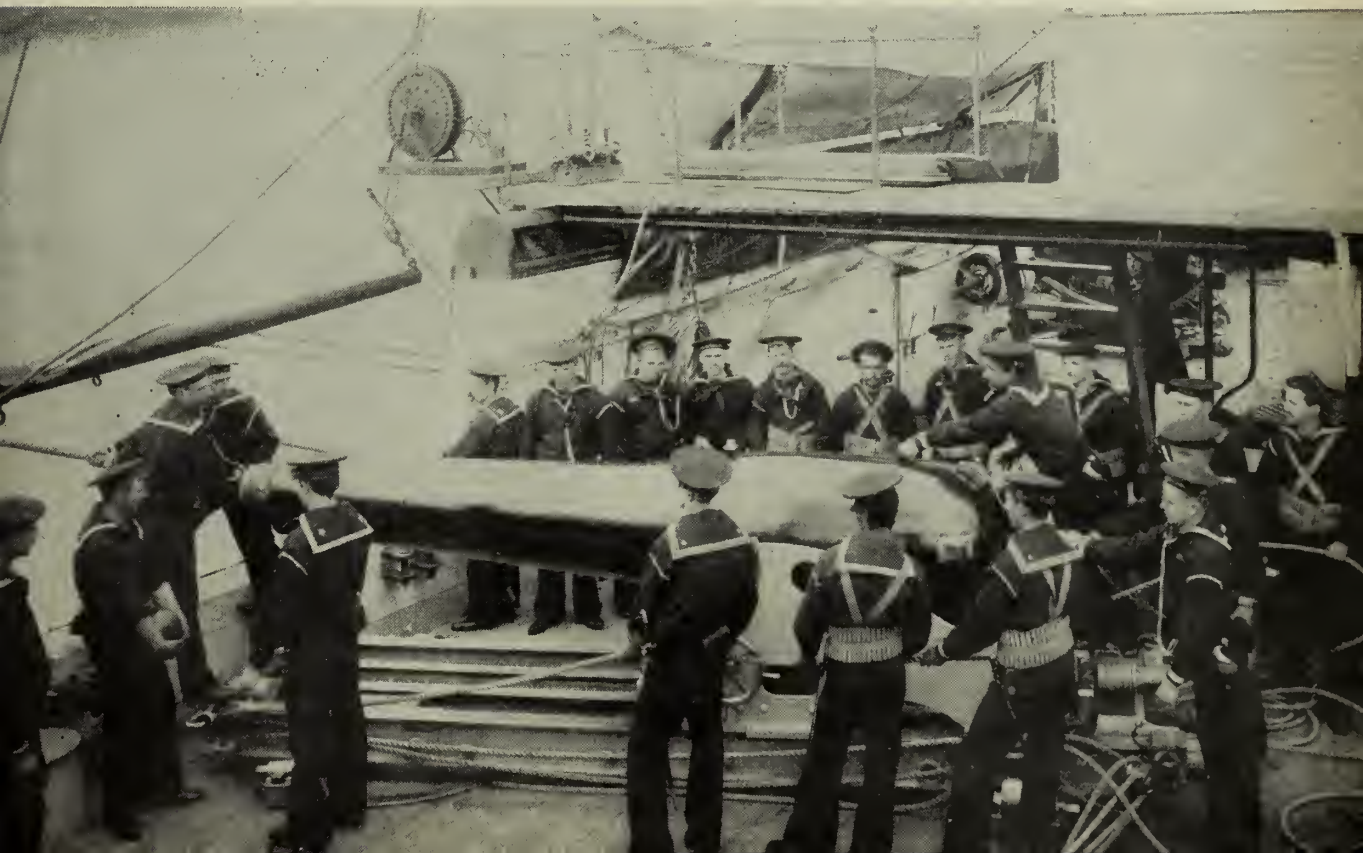
still had a cloud of smoke and fine dust hanging above it.

From the south and west the island looked like a huge cocked hat. Krakatao had been five miles in length, but it was now perhaps a third as long. Not a green thing was visible. Its sides were covered with ashes. Huge rents or gullies extended from the top to the bottom in irregular lines, and in several places it looked as though the island had been split, but I suppose this was an optical illusion.

When it became dark *Enterprise* was allowed to drift under fore and aft sail, but in a short time the light of a steamer was seen in the direction of Bezee Channel and soon we sent up a rocket and fired a gun. The vessel proved to be *Prins Hendrick* which I boarded, being anxious to learn the news at first hand. Her captain said that he had been in Semanka Bay several days and had sent two boats to the shore to investigate; that while they were gone from the ship, the wind drove the pumice stone into the bay in such large quantities that the boats could not return to the ship. Seeing that the crews had landed and were therefore in no danger of starving, he signalled to them that he would leave the bay at once, lest he might not be able to get out at all.

While steaming out, the fine pumice stone had got into some portion of his machinery, disabling it temporarily, whereupon he dropped anchor in sixty fathoms of water! When repairs were completed he steamed slowly ahead through the drift which he estimated to be about three feet thick and consisting almost wholly of pumice stone. At last he made out to reach comparatively clear water. That was where *Enterprise* located the ship about which authorities were concerned.

PIVOT GUN of USS *Enterprise*, commanded by RADM Barker after Civil War. His research helped improve efficiency.



TAFFRAIL TALK

John Hinni, TD3, attached to Fleet Airborne Electronic Training Unit, Norfolk, Va., likes cowboy and Indian movies, but for a different reason than most spectators. He's an authority on Indian war bonnets. He's completed 15 of the intricate headpieces, each one authentic down to the smallest detail and some which contain as many as 35,000 pieces.

His specialty is the Sioux bonnet. Each one contains an intricate tribal legend told in bead design. These tales, each one different, tell of the redman's spirits and beliefs.

"But those movies," groans Hinni. "They make me laugh. Invariably you see a band of Apaches come tearing over a hill wearing Sioux bonnets. *Everybody* knows the Apaches never wore bonnets."



And at Pensacola, Fla., a Cheyenne Indian, Lawrence Hart, was named Saufley Field's "Student of the Week." His tribal name for the present is Black Beaver but according to tradition this is changed when a warrior returns home.

And what will his new name be? "Sky Warrior, of course," says NavCad Hart.

★ ★ ★

Here are two incidents which give real meaning to the term "shipmate."

One of the crew members of *uss Gregory* (DD 802) received word that his newly born son had just died. He was then faced with the difficult problem of getting home to his wife in Iowa as fast as possible. But he was in San Diego, Calif., with limited funds. A tarpaulin muster held by the men of his division netted \$90—enough to enable him to fly home immediately.

The second incident also occurred on board *Gregory*. The entire crew contributed \$258 to defray the heavy expenses that hit another shipmate whose wife was undergoing extensive surgery after a serious automobile accident.

★ ★ ★

On the invitation extended by San Diego submariners, naval aviators on the staff of Commander Fleet Air Wing 14 regularly take short cruises in submarines to pick up valuable information concerning the latest developments and tactics of their underwater enemy. Wing 14 uses P5M *Marlins* which are primarily designed to seek out and destroy enemy subs.

★ ★ ★

We're always interested in naval traditions and customs, and the use of naval terminology. Just the other day we were thinking that a fairly full zoo could be made out of naval terms. See if you know all of these: Camel, lizard, dolphin, mouse. Of course there are more, just thought we'd drop a conversation piece your way—something to tell to your landlubber friends.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 23 Jun 1955, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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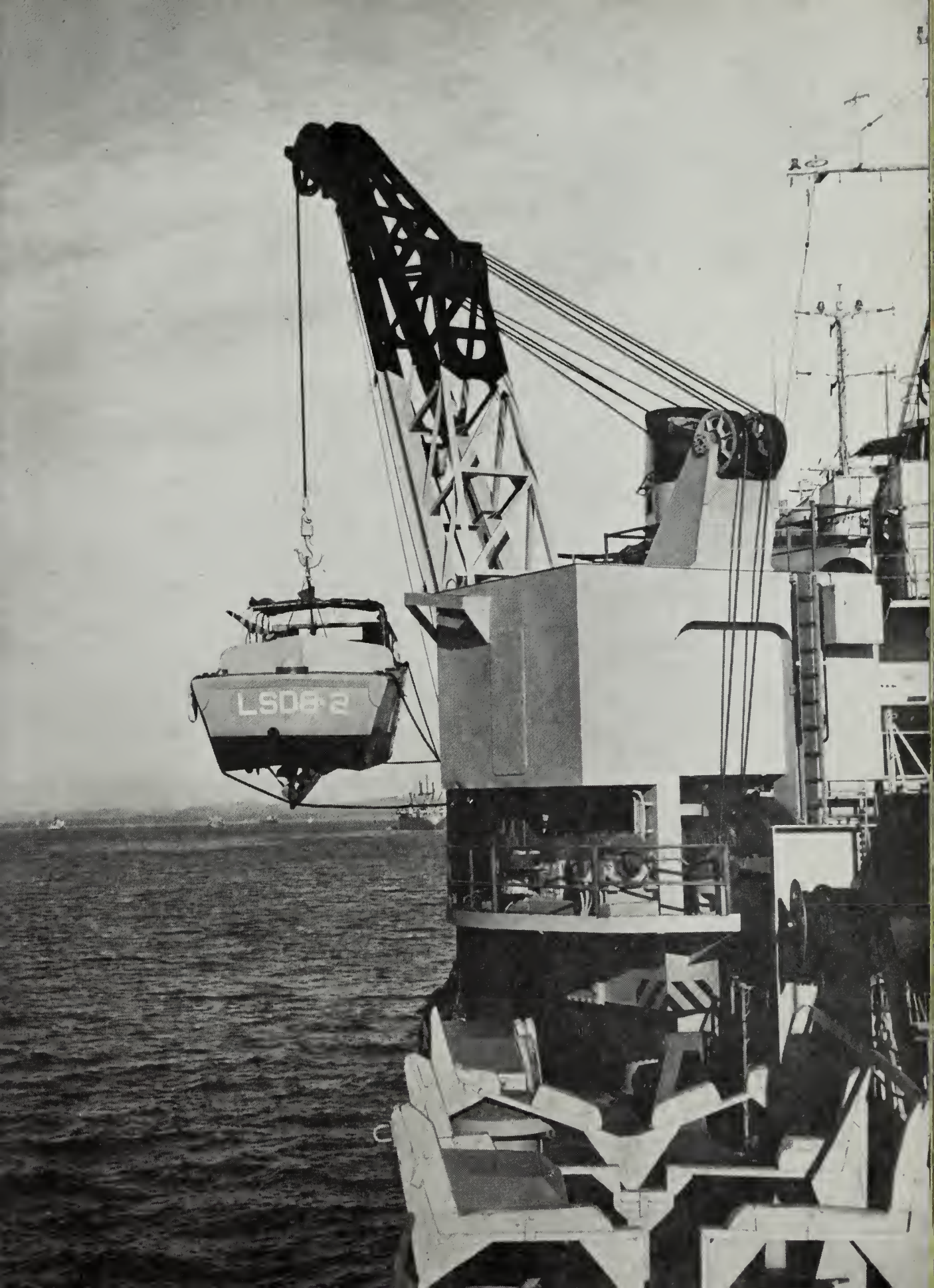
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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin.

● **AT RIGHT: AWAY THE LCVP.** *USS Whitemarsh* (LSD 8) lowers one of her two LCVPs by way of a 35-ton crane. LSDs carry two such landing craft for amphibious landings, movement of stores and personnel.

ALL HANDS



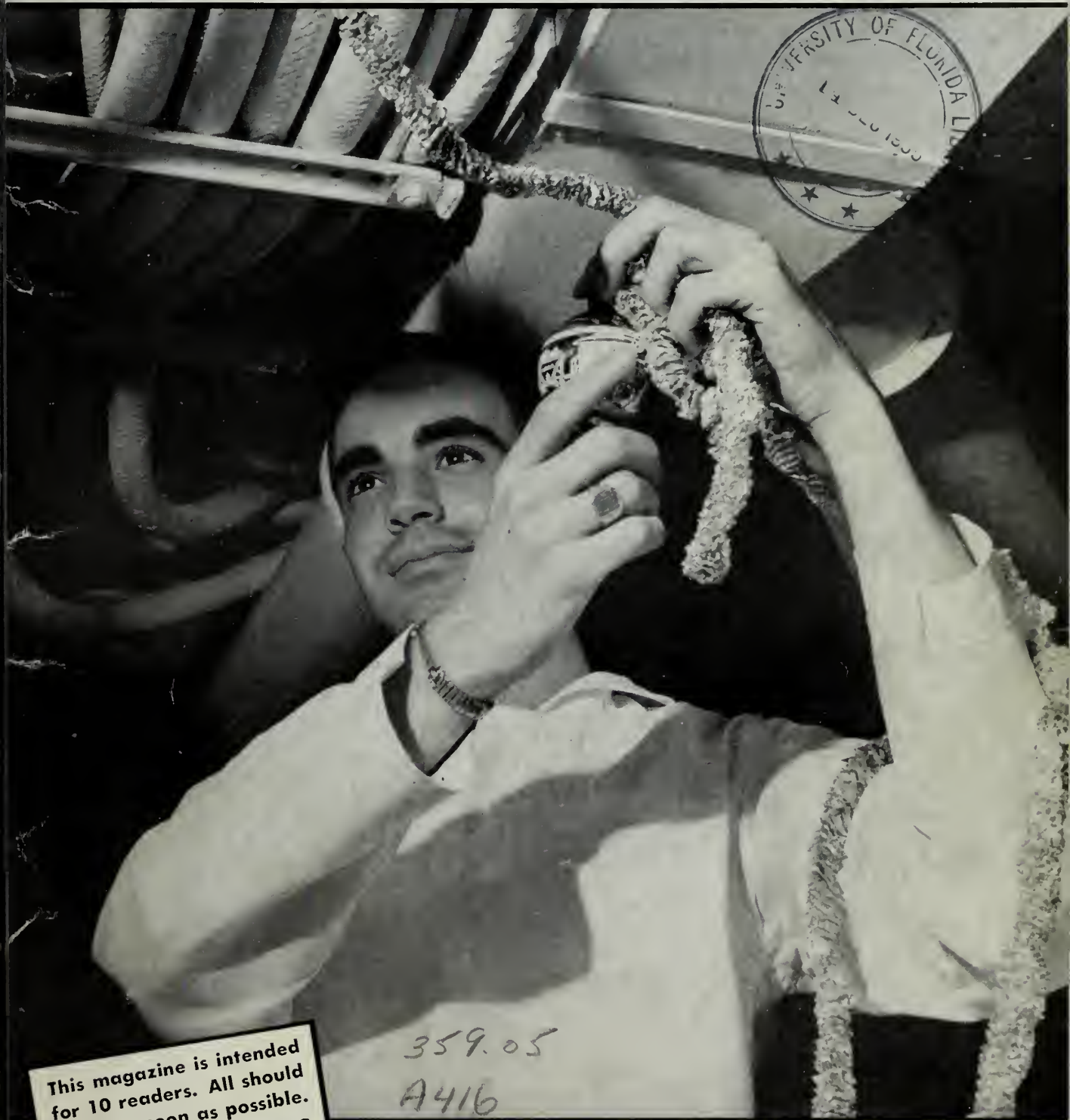


Giving Thanks

SOCIAL SCIENCES ROOM

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

DECEMBER 1955





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

DECEMBER 1955

Navpers-O

NUMBER 466

VICE ADMIRAL JAMES L. HOLLOWAY, Jr., USN
The Chief of Naval Personnel

REAR ADMIRAL MURR E. ARNOLD, USN
The Deputy Chief of Naval Personnel

CAPTAIN L. C. HEINZ, USN
Assistant Chief for Morale Services

TABLE OF CONTENTS

Whitehat Santas Get Ready for Christmas	2
Sailors Keep Busy in Snow Country	5
The Word	6
Navy Lends a Helping Hand as Storms Hit	8
LCU—A Craft That Does a Ship-Size Job	11
A Football Game Navy Couldn't Lose	12
Fast-Working FASRons Fix Fleet's Fighters	15
Dig Those Hep NavCATs!	16
Humor—Fresh from the Fleet	18
Sky Pilots Celebrate an Anniversary	20
Letters to the Editor	22
Centerspread Feature:	
These Men Built Your Navy's Tradition	28
Men Who Made Naval History	32
Today's Navy	40
Bulletin Board	44
What Are Your Long Range Chances for the	
Top PO Ratings	44
These POs stepped up the Advancement Ladder	46
What You Should Know about Taking Exams	48
Directives in Brief	49
New Movies for Ships and Overseas Bases	50
Roundup on State Bonuses for World Wars	
I and II, and Korea	52
Servicescope	56
Book Reviews	58
Special Supplement:	
World's First Guided Missile Cruiser	59
Missileers' Role Described by ADM Burke	60
Taffrail Talk	64

LCDR F. C. Huntley, USNR, **Editor**
John A. Oudine, **Managing Editor**

Associate Editors

G. Vern Blasdel, **News**

David Rosenberg, **Art**

Elsa Arthur, **Research**

French Crawford Smith, **Reserve**

Don Addor, **Layout**

• **FRONT COVER:** GETTING READY for a cheery Christmas on board USS Albany (CA 123), A. Castiglione, SN, USN, helps hang tinsel and ornaments from the overhead in the crew's lounge.—Photo by W. J. Larkins, PH2, USN.

• **AT LEFT:** CHRISTMAS WARM UP — Navymen at sea get together to practice harmony for the caroling season. Left to right are: D. J. Jocques, SN, USN; G. W. Grover, SN, USN; D. L. Corroll, YNSN, USN; A. Castiglione, SN, USN.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photos on pages 8 and 9 are by Woonsocket (R. I.) Call.



NAVY FAMILY LOOKS over Christmas gift opportunities in Yokosuka, Japan. Below: Gift is purchased in Cairo, Egypt.



A GOOD BUY in famed Moroccan leather is made by sailors in the Med. Right: Japanese toys attract youngsters.

Whitehat Santas Get Ready

WHEN SANTA CLAUS wears a white hat and does the family Christmas shopping, Navy style, there is no limit to the unusual and attractive presents that will be found poking out of bulging stockings or spread under the tree on Christmas morning.

Navy men and their wives at overseas stations, and sailors making liberty in foreign ports have an unusual opportunity to select gifts and mementos for their families—native

crafts, toys and objects of art purchased direct from the source, at spots all over the world.

Overseas shopping can be both fun and an education, at the same time eliminating some of the familiar headaches in getting different gifts to please friends and family.

Don't expect to avoid the rush associated with Christmas shopping, but here there is a difference. The market place where you are making your purchase might be crowded





A GIFT from England is purchased

or Christmas

with shouting merchants, pushcarts, and donkeys, but under this colorful turmoil is the leisurely old-world way of browsing and bartering with the merchant for the best possible deal.

Perhaps the best part of shopping on a "Navy visa," both at Christmas and through the year, is the feeling of pride that grows with the purchase of distinctive mementos and furnishings for your home, and the comments of your neighbors as they admire a Persian rug brought back from a Mediterranean cruise or a hand-carved coffee table purchased in the Far East.

The Navyman starting on a bargain-hunting tour in a foreign port requires some know-how — and the best thing to do is to rely on the advice of experienced old-timers who know the country.

If you're planning on buying a large or costly item, deal only with reputable merchants. The names of reliable dealers in foreign countries can generally be had by asking at the administrative offices of service activities where you are stationed, or at the American consulate or embassy.

Each country that the Navyman (or his dependents) visits will have some specialty for which it is famous,



SAILORS PAUSE during shopping spree in the interesting streets of Hong Kong. Below: Navy chief and wife buy a surprise for folks back home.





NAGASAKI LIBERTY gives these sailors opportunity to purchase unusual gifts. Below: A new addition for the home is contemplated by family overseas.



BOMBAY MERCHANTS display their Indian handiwork to interested sailor. Right: Sicilian artcraft is admired.



whether it be ivory or jade, wood-carving or metal work, leather crafts or fine embroidered cloths. It pays you to know ahead of time about the handicrafts of the area in which you are traveling, because you will know what to look for and can avoid the pitfalls of the tourist who falls for cheap imitations or items that are too costly.

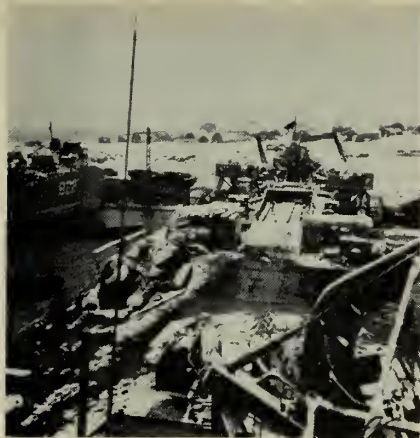
Remember, also, that you should know the regulations that pertain to the sending of gifts through the mail, and the import of dutiable goods. There is a free import quota allowable to you as a serviceman when you return to the United States; however, you should check on the limits.

The customs laws and regulations on duty free entry of personal and household effects are contained in JAG Inst. 5840.2A, a copy of which is on file in Navy administrative and personnel offices.

If you bring back gifts to the United States the amount of all your purchases must be declared to the customs officials on the proper form. If you go over the free import quota, the duty may be high.

If you're sending gifts to the States through the mail, you'll have to comply with the regulations in OpNav Inst. 5840.1. This instruction is also on file in your personnel office, and your post office.

Incidentally, if your shopping list calls for the purchase of precious or semi-precious gems for your wife or sweetheart, you can get some important pointers on the various types of stones and what to look for in buying them in the December 1952 issue (page 20) of ALL HANDS.



LSTs UNLOAD on icy beach in snow storm. Right: Night photo shows transports stuck in ice off Point Barrow.

Sailors Keep Busy in Snow Country

NEITHER SLEET, nor ice nor gloom of arctic fog stayed the 126 Navy and MSTs ships from completing the largest sea transportation job ever attempted beyond the Arctic Circle. Much of the supplies and equipment they carried were for the construction of Distant Early Warning radar stations along the northern coasts of Alaska and Canada.

The extensive cargo-carrying operations began last July and were finished this fall. More than 500,000 tons of material ranging from radar

masts to housing materials were delivered to areas in the arctic wilderness where no cargo ships had ever sailed before.

The ships of the Navy's Military Sea Transportation Service, aided by icebreakers and an earlier recon group of "frogmen" and Navy Hydrographic Office personnel who made on-the-spot surveys of navigable channels and satisfactory beaching sites, plowed their way through dangerous and uncharted channels of arctic seas to off-load cargo in ice-choked harbors.

MISSION COMPLETED Navy ships unload supplies at snowy northern outpost.



EARLY RECON TEAM CHECKS possible landing site. Below: LCVP fends off ice from path of flagship.



THE WORD

Frank, Authentic Advance Information
On Policy—Straight from Headquarters

• **FEBRUARY EXAMS**—Just a further reminder that service-wide examinations for advancement to chief and other petty officer grades will be held on four successive Tuesdays beginning 7 Feb 1956.

Examinations for pay grade E-7 (CPO) will be held on 7 February; for pay grade E-4 (PO3) on 14 February; for pay grade E-5 (PO2) on 21 February; and for pay grade E-6 (PO1) on 28 February.

The examinations will be given to all eligible personnel except fire-controlman, printer and aviation electronicsman. These rates are being consolidated with other ratings for which examinations are being given.

• **RETURN TO ACTIVE DUTY**—Once released to inactive duty some Navy men who are in the Naval Reserve or Fleet Reserve are going to find it difficult to return to active duty in the same status. Restrictions are in effect which prevent these men, if they hold certain rates, from returning to active duty after being released to inactive status.

The rates which are open for recall to active duty vary from time to time, depending upon the needs of the service. You will find a list of the present open rates in BuPers Inst. 1001.21.

If you want to be sure of continuation of active duty you must, regardless of rate, request retention while still serving on active duty. If you decide to take your chances on being able to return to

active duty at a later date you will do well to find out if your rate will be open at the time you want to be recalled. Here are the rates which are open at present:

LIST OF OPEN RATES

QM1, QM2, QM3	DC2, DC3
RDC, RD1, RD2, RD3	PM1, PM2, PM3
SOC, SO1, SO2, SO3	ML2, ML3
TM2, TM3	SN, SA, SR
GM2, GM3	FN, FA, FR
GSC, GS1, GS2, GS3	CN, CP, CR
FT1, FT2, FT3	AN, AA, AR
MNC, MN1, MN2, MN3	HN, HA, HR
ET1, ET2, ET3	DN, DA, DR
IM2, IM3	SV1, SV2, SV3
OM2, OM3	CE1, CE2, CE3
TEC, TE1, TE2, TE3	CD1, CD2, CD3
RM2, RM1, RM2, RM3	CM1, CM2, CM3
CTC, CT1, CT2, CT3	BU1, BU2, BU3
YN2, YN3	SW1, SW2, SW3
PN2, PN3	UT1, UT2, UT3
MA2, MA3	AD2, AD3
SK2, SK3	AT1, AT2, AT3
DK2, DK3	AO2, AO3
CS2, CS3	AQC, AQ1, AQ2, AQ3
SH2, SH3	GFC, GF1, GF2, GF3
JO1, JO2, JO3	AC2, AC3
LI2, LI3	AB2, AB3
DM1, DM2, DM3	AE1, AE2, AE3
MU1, MU2, MU3	AM2, AM3
MM1, MM2, MM3	PR2, PR3
MR2, MR3	AG2, AG3
BT1, BT2, BT3	TD2, TD3
EM1, EM2, EM3	AK2, AK3
IC1, IC2, IC3	PH2, PH3
ME2, ME3	HM2, HM3
FP2, FP3	DT2, DT3

This list is applicable only to those volunteering for active duty for general assignment and does not apply to those who wish active duty in the TAR program.

• **HOUSING CONSTRUCTION**—Congress has authorized 2753 Navy family housing units at 25 stations in the U.S., Alaska, Canal Zone, Cuba, French Morocco, Hawaii, Japan, Newfoundland, Philippine Islands and other unspecified locations.

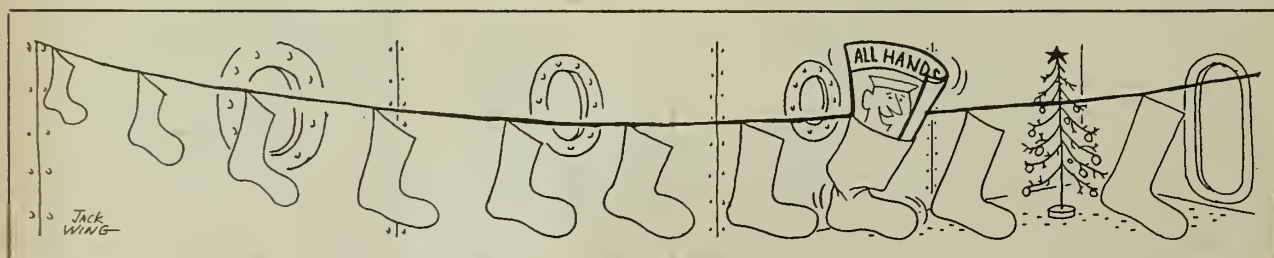
The stations and number of units to be constructed are: NAAS Brown Field, Calif., 15; Naval Hospital, Corona, Calif., 23; MCAAS Mojave, Calif., 162; USMC Training Center, Twenty-Nine Palms, Calif., 2; Naval Underwater Sound Laboratory, New London, Conn., 5; Naval Fuel Depot, Jacksonville, Fla., 1; NAAS Sanford, Fla., 13; Naval Hospital, Chelsea, Mass., 15.

Also USMC Auxiliary Landing Field, Edenton, N.C., 105; NAAS, Chase Field, Texas, 40; Navy Department, D.C., 3; Naval Station, Adak, 71; Naval Station, Kodiak, 80; 15th ND, Canal Zone, 40; NAS Guantanamo Bay, Cuba, 27.

Also NAF and NOF Port Lyautey, French Morocco, 108; Naval Communication Facility, French Morocco, 122; MCAS Kaneohe Bay, Hawaii, 55; NAS Atsugi, Japan, 90; Naval Radio Facility, Kami-Seya, Japan 151; Fleet Activities, Yokosuka, Japan, 408.

And NAS, Argentia, Nfld., 300; Naval Communication Facility, P.I., 296; Naval Station, Sangley Pt. P.I., 26; Naval Base and NAF Subic Bay, P.I. 373; classified locations, 222.

• **CHANGES IN MESSES ASHORE**—General concern regarding marked reduction in quality and quantity of food in general messes ashore has been proved unfounded, BUSanda officials have reported to the Chief of Naval Operations. Personal inspection of several messes by BuSandA's Chief, Deputy Chief and Assistant Chief for Supply Management has disclosed that fully adequate and appetizing menus are being served today under the new "head count" system. By imagina-



PASS THIS COPY ALONG—Nine other men in the chain of command are waiting to read this issue.

Shipping Over Records

CONGRATULATIONS TO YOU AND YOUR OFFICERS, PETTY OFFICERS, AND MEN ON OUTSTANDING PERFORMANCE IN WHICH YOU MAINTAIN REENLISTMENT RATE IN YOUR COMMAND APPRECIABLY HIGHER THAN THE NAVY-WIDE RATE AT THE TIME OF ACCOMPLISHMENT.

VADM J. L. HOLLOWAY, JR., USN.

Such a message is typical of those now being received by several skippers of DDs of CruDes-Pac whose outstanding reenlistment records show that plenty of Navymen are more than satisfied with their jobs and their ships.

Figures that show a reenlistment rate varying from 36 to 59 per cent (as compared to the overall Navy rate of approximately 18 per cent) indicate that not only the commanding officer, but all hands, are turning-to to make a happy and well-run vessel.

Here are some of the ships which in a six-month period have been outstanding in this respect:

Ship	Reenlistment Percentage	Commanding Officer
Prichett (DD 561)	36	CDR Carl F. Pfeifer
LeRay Wilson (DE 414)	38	LCDR Alvin T. Stubel
Wedderburn (DD 684)	39	CDR Ernest L. Schwab
Floyd B. Parks (DD 884)	40	CDR Joseph F. Gustafsson
Lofberg (DD 759)	44	CDR Sidney Brooks
Fass (DE 59)	45	CDR David S. Stanley
Hanna (DE 449)	46	LCDR Herbert C. Bahner, Jr.
Kidd (DD 661)	53	CDR Littleton B. Ensey
Lewis (DE 535)	59	LCDR Charles C. Roberts, Jr.

In the words of a senior naval officer, these records "indicate what command attention can do."

tion, good management and planning, the job of feeding personnel well can be done.

Most complaints have centered about reductions in fresh milk rations. However, many messes are still able to serve milk at every meal. The Provisions Supply Office is presently re-evaluating the milk consumption and, in conjunction with the Department of Agriculture, is making efforts to see that more milk will be available to personnel subsisting on general messes. In addition, the Bureau of Supplies and

Accounts and the Bureau of Medicine and Surgery have issued a joint instruction which will encourage the use of bulk fluid milk rather than service in individual throw-away containers. By this method a great deal more milk can be served, since at present the cost of the individual throw-away container is in most cases equal to the price of the milk it contains.

The Chief of the Bureau of Supplies and Accounts said that he will continue to keep this system under his close personal attention and insure that quality of food served in Navy messes ashore will continue to be the best of any of the armed forces.

The present system of entitlement to rations at shore messes was adopted by the Navy at the direction of the Department of Defense in order to place all messes of the armed services ashore on a comparable basis. There is no intention of applying this system of entitlement to rations to afloat messes.

• NEW GENERAL LINE COURSE — A

nine-and-one-half-month course of instruction has been established at the General Line School for officers who meet the following qualifications: 1) You must be an unrestricted line career officer; 2) You must have completed five to seven years of commissioned service. Eligible officers need not request orders to the school. Officers will be ordered by the Chief of Naval Personnel as practicable.

The curriculum is divided into three areas: (1) *refresher courses* to reinforce previous education and to fill gaps in professional knowledge; (2) *common subjects*, including principles and reasons behind doctrines and procedures, designed to help integrate the education and experience of the student; and (3) *controlled electives*, allowing study in professional areas of high personal interest. However, all of the courses in the refresher group and many of the courses in the common group may be waived for students with adequate background and qualifications. Certain promotional exemptions will be granted upon successful completion of the course.

The next class of the new line course will convene in January, with graduating date October. Subsequent classes will be announced later. Additional information may be found in BuPers Inst. 1520.43.

QUIZ AWEIGH

During this year's Christmas holidays a sizeable number of Navymen will be dividing their off-hours between seasonal festivities and study, hitting the books to prep for those promotion exams in February. In the course of your studies, see if you come across the answers to this month's quiz.

1. The Navy designation for this aircraft, better known as a commercial transport plane, is WV-2. One of the primary missions of this plane is to



serve as a/an (a) flying radar station (b) anti-submarine aircraft (c) high altitude fighter-director aircraft.

2. This plane can carry a crew of 31 and is equipped with a galley, bunks, and repair shop. Squadrons that are usually assigned this type aircraft have the designator (a) VF (b) VW (c) VR.



3. The medal pictured above is the Purple Heart. It was established by (a) George Washington (b) Franklin D. Roosevelt (c) Benjamin Franklin.

4. The Purple Heart is awarded for wounds received as a result of enemy action. Although this award was originally established for Army personnel, it was not authorized for awarding to Navymen until (a) 1782 (b) 1865 (c) 1942.



5. This insignia is worn by a (a) deep sea diving student (b) diver's mechanic (c) master diver.

6. The men who rate this badge wear it (a) on the sleeve of the left fare arm (b) on the right breast (c) on the upper arm of the right sleeve.

You'll find the answers to this quiz on page 49.



Navy Lends Helping Hand

ALICE SURPRISED even the weathermen when she arrived early in January. Brenda didn't remain in the news too long and highly publicized Connie raked the eastern U.S. with heavy rains and wind.

But the real sleeper was Hurricane Diane. After dousing the southeastern U.S. with torrential rains and high winds, she appeared to lose her power. At least, that was the prediction made by the weather forecasters.

Moving into the northeastern states, Diane clashed with a low pressure area and poured millions of gallons of water into the deep valleys of Pennsylvania, New Jersey, New York and New England. It wasn't a case of slowly rising rivers, as would be so in the midwest. It was more like the flash floods common in the western states of Arizona, Texas and New Mexico, where in only a few minutes' time, a dry, powdery-dust arroyo can be transformed into a raging torrent.

This is what happened on the night of 19 Aug 1955 when Diane struck the east. Overnight, thousands were homeless, water supplies cut off or contaminated, people were surrounded by the swirling waters and in danger of drowning. Food and medical supplies were in immediate demand.

As in any emergency situation, the Navy, along with the other services, came to the aid of the civilian relief agencies.

Navy and Marine Corps helicopter pilots, working almost around the clock, rescued more than 1000 persons and transported many thousands of tons of food, water and medical supplies to the stricken areas.

On Three Islands, in the Delaware River, seven Navy helicopters from HU-2 at NAS Atlantic City, N. J., guided by an R4D, evacuated 150 persons from one island, then scouted other islands and picked up about 150 additional vacationists threatened by the flooding river.

The Navy helicopters averted what might have been a great tragedy on Three Islands. Hours after the vacationing people had been removed via Navy whirlybirds, the islands were overrun by the river.

Near Philadelphia, one daring naval officer rescued three persons from tree tops by descending from a helicopter sling, climbing into the tree himself and sending the trapped persons back to the helicopter.

Lieutenant William Alexander, USN, stationed at NAS Johnsville, Pa., made three separate trips to res-

NAVY STREET PATROL communicates with other rescue workers. Below: Sailors helping to evacuate the civilians.



As Storms Hit

cue persons stranded in tree top.

Farther north, in the Connecticut area, some 250 persons owe their lives to the dogged rescue work of Lieutenant Guiseppe Bello, usn, of Helicopter Anti-Submarine Squadron THREE at NAS Weeksville, N. C. LT Bello was at Bridgeport to pick up an HSS-1 helicopter for his squadron when the floods struck.

LT Bello, with other pilots, had volunteered his services which were immediately accepted. Working from dawn till dusk during the first day, he was credited with saving some 250 persons, the largest number of rescues recorded by any one pilot.

Among the many naval aviators flying rescue missions were three from the Naval Air Test Center, Patuxent River, Md. Lieutenant Commander W. C. Casey, usn, Major R. L. Anderson usmc and Lieutenant Commander R. H. Bowers, usn, helped rescue some 50 persons trapped on tree tops, roof tops and high ground via helicopters.

LCDR Bowers helped rescue about 35 persons from isolated spots around Naugatuck, Waterbury, Winsted, Torrington and New Milford, Conn. One of his first rescues probably saved the lives of a young mother and her year-old baby. Clutching the child in one hand and the sling from the helicopter in the other, she hung on for two dear lives while hoisted to safety.

In southern New England, the Navy rescue operations were directed from NAS Quonset Point, R. I., where 24 helicopters, transports and amphibians took part in rescuing at least 450 persons in three days. Aircraft also took part in extensive distribution of food, fresh water, medical supplies, transportation of troops, Civil Defense and Red Cross workers and laying of an emergency telephone cable.

Two Quonset pilots, LTJG William Clingenpell, usn, and Ensign Clayton Wilson, usn, rescued 43 persons trapped on roofs, tree tops and in attics.

Naval Reservists, in typical fashion, were among the first to report for emergency disaster duty. At Woonsocket, R. I., the Naval Reservists from Reserve Surface Battalion 1-43, aided in evacuation of stranded families, worked with local authori-



AT HIGH WATER MARK in flooded streets of New England town, Navymen and local police listen for word from other rescue teams that may need help.

ties and performed patrol duties.

In Scranton, Pa., the active duty stationkeepers assigned to the Reserve Training Center were among the first to report to the disaster area at the height of the flood. According to a letter from the Mayor of Scranton to the Chief of Naval Personnel, the Reservists "performed heroic feats in saving lives and property, manning available rowboats and assisting police and civilians in vital rescue work."

About 125 officers and men from the Scranton, Pa., Naval Reserve Center volunteered for duty, serving around the clock during the flood. Naval Reservists and Regular Navy-men in the area formed the majority

of life and property patrols assigned to assist the police.

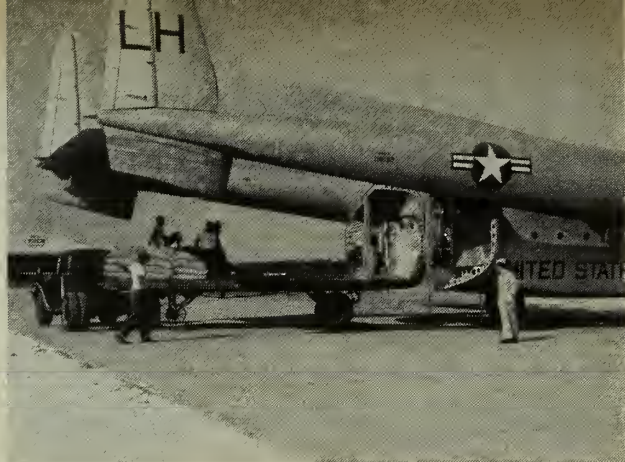
The Scranton Mayor's letter continued: "The first efficient and adequately staffed inoculation center in the City was established and maintained by medical personnel attached to the Naval Reserve Training Center."

More than 12,000 typhoid inoculations were administered by this one center alone. The serum used had been flown into Scranton by Navy planes from the 4th ND.

Help also came to the flood refugees from as far away as Port Hueneme, Calif. That Seabee base made available 56,000 bottles of water purification tablets.

WOMEN AND CHILDREN, saved from their flooded homes, are pulled down center of city street by volunteer group composed of Navymen and civilians.





TAMPICO TOO—Appreciation of help given by Navymen is painted on roof. *Right: Airlift flew in supply of food.*

Crewmen of the carrier *uss Tarawa* (CVS 40), remembering the people of the state that adopted their ship over four years ago, voluntarily contributed more than \$1600 for flood relief victims in Connecticut.

The drive for funds was spurred on by eye-witness reports brought back by pilots and crew members of helicopters from *Tarawa* who participated in rescue operations during the height of the flood.

Another voluntary contribution of more than \$1600 was made by personnel from the Severn River Naval Command. The one-week drive took place among the personnel stationed in and around the Naval Academy.

Even the people from the little Pacific island of Saipan contributed to the relief of the flood victims.

The unsolicited efforts of the natives of Saipan totaled more than \$1500. This was to aid the flood victims who have a high standard of living unknown to the Saipanese. The average weekly income of the natives of Saipan is \$23. Saipan, as part of the Trust Territories of the Pacific, is administered by the Navy.

Other aid to the disaster area came from the Navy Department, which announced that contracts would be let to many firms hit by the flood. Firms in the disaster areas of Pennsylvania, New Jersey, New York, Connecticut, Rhode Island and Massachusetts, will participate as prime and sub contractors.

Hurricane rescue operations during the late summer by the U. S. Navy were not limited to the United

States. Hurricane Janet, although missing the U. S., wreaked havoc with the British Honduras town of Carosal and with Chetumal, Mexico, near Tampico. As a result, about 30,000 square miles of land were inundated and some 10,000 persons were in serious need of food and medical supplies.

The aircraft carrier *uss Saipan* (CVL 48), operating out of NAS Pensacola, Fla., was loaded with supplies and rushed to the scene. On board were 11 Navy doctors and 21 hospital corpsmen. In addition, 14 helicopters were assigned to the carrier to assist in the rescue work.

Small boats, radio equipment, two portable generators, jeeps, pick-up truck, clothing and numerous medical supplies including penicillin, aureomycin and sulfa were also made available. In addition, hundreds of tons of staple foods were placed aboard for the flood victims.

Two other ships were also sent to the disaster scene. The cargo ship *uss Antares* (AK 258) proceeded from Guantanamo Bay, Cuba, with food, medical supplies and clothing for the flood victims at Carosal.

The high-speed transport *uss Bassett* (APD 73) raced to the area to provide small boats to assist in evacuating the flood victims. A Marine Corps cargo aircraft was loaded at MCAS Miami and air-dropped three tons of supplies in the stricken area.

The pilots from HTU-1 worked around the clock airlifting thousands of tons of supplies. Medical personnel were also ferried to minister to the flood refugees. After dropping their supplies, the helicopter pilots on their return trips to their home ship searched for and evacuated persons marooned by the flood waters.

HTU-1 and Saipan's River Flotilla Set Record in Rescues

The pilots and maintenance crews of Helicopter Training Unit One which participated in Tampico flood relief work, recorded a new chapter in the history of the Navy's participation in humanitarian relief work.

HTU-1, normally stationed at NAS Pensacola, was ordered aboard *uss Saipan* (CVL 48) as the vessel was preparing to sail for the devastated area.

While flying evacuation and reconnaissance missions over the vast flooded countryside around Tampico the helicopters rescued a total of 5439 people from roof tops, trees, and other retreats. Of this total, an estimated 3000 persons were rescued by hoisting in slings, while the helicopters hovered.

A total of 183,017 pounds of

food and medical supplies were also delivered by the helicopters to the flood victims. During their stay at Tampico the 14 helicopter pilots from *Saipan* flew more than eight hours a day most of the time, except when storm winds grounded all planes.

The crew of *Saipan* also demonstrated their Yankee ingenuity by rescuing over 900 people in one day while operating the "Saipan River Flotilla." The "flotilla" was composed of all available Navy small craft and local boats the sailors could find. Over 250 of the carrier's officers and men scoured the area in the boats rescuing people from their perches and carrying them to high ground.

Saipan and the helicopter unit have returned to Pensacola, Fla.



KEEPING HER SHIPSHAPE occupies the time of LCU sailors when not on a hauling detail. Here, crew members touch up the completion of their craft's skin.

LCU—A Craft That Does a Ship-Size Job

BLUEJACKETS in the Far East have a busy time running and operating their own ships—vessels that are sometimes referred to as “Sea-Going Carry-Alls” or “Sukoshi Mud-buckets.”

These versatile LCUs, known officially by number only, have an all-enlisted crew of 12, with a chief boatswain's mate as skipper. The “exec” is a first or second class BM who heads a three- or four-man deck crew. The rest of the whitehats operating the vessel consist of a quartermaster and radioman, an engineer gang, and a cook.

To keep their LCU—the size of which causes her to fall officially in the boat class by only a hair of Neptune's beard—operating in the Western Pacific, every hand must be a jack-of-all-trades. He must be able to man the .20mm mounts, light off an engine if necessary, man the

wheel, or even sub as a mess cook.

These handy Navy vessels operate for six-month cruises with Commander Amphibious Forces, Pacific, out of Yokosuka, Japan, performing many important tasks. Because of their size, which is in between that of the smaller LCMs and LCVs and the larger LSMs, they were the principal vessel used in the Tachens evacuation. Before this they had similar duty, helping evacuate Vietnamese refugees from Indo China. Some of the LCU sailors have manned their craft for her chief purpose, that of landing combat troops and equipment, during the Korean war.

The duty routinely pulled by these LCU sailors is not so spectacular as the more dashing sea-going combatant type ships, but they are doing an important job participating in landing exercises and in moving equipment to isolated bases.

LCU OFFLOADS Marines and equipment during an amphibious operation.



ENGINE ROOM has limited head room. Below, in wheelhouse, R.C. Lee, EM3, USN, takes over as helmsman.





'ANCHORS AWEIGH'—Ball carrier steps off yardage on Lisbon's soccer field during Valley Forge-Zellars game.

A Football Game Navy Couldn't Lose

AS A YOUNGSTER in Washington, Pa., George Roberts, now a gunner's mate first class on *uss Zellars* (DD 777), wanted to do two things when he grew up. First, he wanted to be a "tin can sailor." Second, he wanted to play football.

He got to play football: At Washington, Pa., high school and as a semi-pro for the Washington Generals. Then along came World War II and Roberts enlisted in the Navy. Naturally he was assigned to destroyer duty.

After the war, Roberts' burning de-

sire for sports, and football in particular, flamed anew. He still wanted to be a destroyer sailor, though, so he decided that if he could stay aboard tin cans, he could interest enough men to form a team.

Then a problem arose. Destroyers, because of their small complement, could hardly muster enough men capable or interested enough to form a team. Another item was finances. Money in a destroyer's Recreation Fund allocated to sports equipment is sufficient to equip teams in softball, basketball, and some other

sports, but hardly enough to provide football outfits. Not when the minimum it takes to equip one football player fully runs to over a hundred dollars.

Roberts set his sights on his destroyer fielding a team. Some three years ago, while serving on a DD in Korea, he began saving his money. It wasn't long before he had a couple of thousand dollars in his personally financed football kitty.

He approached the skipper of *uss Zellars*, Commander Joe Floyd, usn, with the idea of the ship fielding a football team. With the skipper's blessings, Roberts went about interesting his shipmates in joining the team and also started gathering equipment.

Helmets, shoulder pads, hip pads, shoes, trousers and jerseys, all purchased with Roberts' own funds, were soon neatly stowed in *Zellars* and the destroyermen were in the football business.

For a couple of seasons, *Zellars* has produced a fine football team. "Big George" as Roberts is known to his shipmates, was proving that destroyermen could and would support a football team.

The spirit of the team was contagious. From Captain David S. Edwards, usn, Commadore of DesDiv 162, who flies his flag in *Zellars* on down to the newest seaman in the deck gang, enthusiasm for the team ran high.

Last September, *Zellars*, and DesDiv 162 were part of Task Group

NAVYMEN AND SOME of the 45,000 Portuguese who turned out to see their first football game cheer the action taking place on the playing field below.





EVENT WAS COMPLETE with half time entertainment provided by drill team of Marines from Valley Forge.

83.1 involved in the NATO exercise "Operation Centerboard." Captain Edwards, in the name of the destroyermen, challenged the mighty carrier *uss Valley Forge* (CVS 45) to a football game between the team from his flagship and the carrier, when they arrived in Lisbon, Portugal.

Valley Forge wired back that the game would be a fine morale uplift and recreational outlet, but they had neither a team nor equipment. The destroyermen were ready for this: *Zellars*, thanks to GM1 Roberts, had 33 complete football uniforms, half of them white, half blue, and would be willing to share them with the carrier.

The skipper of *Valley Forge*, Captain Lowell S. Williams, USN, discussed the idea with his crew and discovered a wealth of football talent and readily accepted the challenge and offer of uniforms. Football practice began in earnest on the carrier's flight deck between flight operations.

Captains Edwards and Williams, realizing that their teams would be able to play a much better brand of football than originally anticipated, contacted the U.S. Naval Attache in Lisbon, requesting that he make arrangements for a playing field.

The game had originally been intended principally for the entertainment and morale of the men in the task group, but now it began to take



GEORGE ROBERTS, GM1, USN, man behind *Zellars'* team receives commendation from his skipper. Below: Navy men even produced mascot to add color.

on international aspects. The captains figured that the game would serve a number of purposes: A demonstration of the American football game and sportsmanship to the Portuguese; compensation for other Americans as well as visiting Navy men for missing part or all of the 1955 football season; entertainment for the Portuguese people and promotion of good will.

The Naval Attache in Lisbon



NAVYMEN PLAYED THE FIRST football game to be held in Portugal when tin can sailors challenged carrier crew.





THE SHIP AND THE TEAM—Left: USS *Zellars* (DD777) moors at Lisbon Portugal. Crewmen line up for team picture in uniforms purchased by Roberts, 17.

wired the ships that the vast National Stadium was being made available without charge. He wanted to know if a U. S. Navy band were available, if the teams were good enough, and if the uniforms were colorful enough to warrant such a spectacle. Yes sir, the Carrier Division Two Band on board *uss Lake Champlain* (CVA 39) would play, the teams were good enough and gunner's mate Roberts had the colorful uniforms.

Meanwhile, back on the "Happy Valley" and *Zellars*, preparations were progressing under a full head of steam. Each afternoon, weather permitting, the *Zellars* football squad would hold calisthenics on the fan-

tail. This was quite a problem during rough weather when *Zellars* would be rolling 25 to 35 degrees.

On *Valley Forge*, footballs were the scarce commodity. While working out one afternoon, one of the two footballs the carrier owned had gone over the side. The men on *Zellars* were in high hopes that the other might go over the side too.

Another problem for the carrier was uniforms. They needed to supplement the equipment and uniforms which had already been provided by the destroyer. The carrier received them from Navy Norfolk.

In both ships, officers and blue-jackets gave generously of their time in preparing for the game. The football squads gave up most of their liberty in Lisbon—their first port of call in almost four weeks—and trained enthusiastically.

Shipmates of the footballers stood their watches to allow the players time to work out. In *Zellars*, the crewmen went even a step further. A training table was set up for the athletes, where they dined on steak and eggs. Shipmates voluntarily lived on a less enticing bill of fare.

The day of the "Big Game" dawned bright and clear, with the invigorating smell of fall in the air.

Prospects for a huge crowd were good, and 45,000 people turned up for the spectacle.

This was the first game of American football ever to be played in Portugal, replete with cheerleaders and a "Navy Goat" mascot decked out in blue and gold.

Navy men have been credited with introducing softball in Egypt, baseball in Hawaii and the Far East, and now, they were to introduce football in Portugal.

In the opening ceremonies the Marine color guard from *Valley Forge* marched on the field with the flags of both nations. The Portuguese Navy Band played their country's national anthem and the Carrier Division Two Band played the U. S. national anthem.

The two teams were quite impressive as they ran onto the field, which had been lined off and had goal posts erected by the ships. George Roberts, the man responsible for conceiving the idea of the game between the two ships, opened the game as he kicked off. As it turned out, the first half was mainly a defensive battle and the teams left the field at halftime with the score deadlocked 0-0.

In the second half of the game

OPPOSING TEAM of the 'football first' from USS *Valley Forge* (CVS 45) at left pose for picture before game in large modern stadium at Lisbon, Portugal.



defensive play was again the keynote, and that accounted for both *Valley Forge* touchdowns. The first TD came as a result of an intercepted pass inside the *Zellers'* 15-yard line.

The flyboys' second TD came after they had recovered a *Zellers'* fumble on the destroyer's 10-yard stripe. The final score would up 12-0 in favor of the team from the Happy Valley, but it was an All-Navy victory. Both teams won a big ovation for their playing from the spectators, even though they weren't always sure what was going on.

The starting line-up for the destroyer sailors averaged 188 pounds per man in the line and 185 pounds in the backfield. George Roberts, C. N. Carlson, P. Thomas and H. A. Belcolle were the starting backs for *Zellers* while the forwards were J. C. Haymann, G. Soltis, D. Dixie, D. J. Bonita, T. J. Salinas, G. L. Riley and J. F. Scanlon.

For *Valley Forge*, the starting backfield was made up of G. Hall, F. Dill, J. B. Crawford and F. Cook. In the line, the starters were R. Geddings, R. Caldwell, N. Tilton, D. Pizzaitia, J. L. Beam, R. Thomas and J. Pisapia. The Navy airmen averaged 174 pounds in the backfield and 190 pounds in the line.

LTJG F. R. Hamilton, USNR, former All-American at Ohio State was coach of the *Zellers'* squad while Lieutenant P. C. Garofalo was at the reins of the Happy Valley Team.

When Admiral Arleigh A. Burke, USN, Chief of Naval Operations, read about the game, and the part played by Gunner's Mate Roberts, he wired to the skipper of *uss Zellers* ". . . The enthusiasm, spirit and imagination displayed by George Roberts, GM1, is highly commendable and deserves a good pat on the back which I request you give him from me."

In reply, the skipper of *uss Zellers* sent: "Words cannot express the appreciation by destroyermen in *Zellers* for your message."

"This has been my luckiest year," grinned the 220-pound fullback Roberts. "First, the big game and now a pat on the back from Admiral Burke. We have one of the best and most sports-minded crews in the Navy and together we proved that a destroyer can have a football team."

Rudy C. Garcia, JO1, USN.



TAIL ASSEMBLY of F9F Cougar is repaired by Mike Paster, AMAN, USN, left, and John Carmichael, AM3, USN, working in the Air Frames Division.

Fast-Working FASRons Fix Fleet's Fighters

One reason the Navy's carrier-based squadrons in the Far East are in top flight operating condition is the work of Fleet aircraft service squadrons such as FASRon 11, now based at the U. S. Naval Air Station at Atsugi, Japan.

FASRon 11 has the responsibility of keeping a reserve pool of fighter aircraft in a combat-ready status at all times. The squadron's pool is used to provide replacements for carrier squadrons that suffer operational losses while on duty in the Far East area.

Aircraft are added to the reserve pool directly from the U. S. and from carrier groups before their return to the States. A FASRon 11 detachment at NAF Oppama, Japan, receives the aircraft, makes a major acceptance check to see that the new planes are in good condition when they are received and are ready for use. The new planes are then sent by barge to Kisarazu AFB where another FASRon 11 detachment pre-flights them and corrects any last minute "bugs" for their flight to NAS Atsugi. This procedure is reversed

on planes returning to the States for major overhaul and repair—planes are flown to Kisarazu, loaded on barges and sent to NAF Oppama where they are preserved for shipment to the U. S.

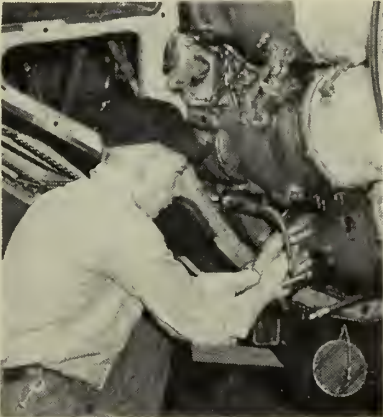
The Maintenance Department of FASRon 11 has the job of keeping the pool of aircraft ready for issue to the Fleet. All planes in the pool are checked on the ground and flown every six to ten days to test their flight performance.

To assist in the pool maintenance, Japanese mechanics remove corrosion, lubricate the aircraft and help keep the planes in shape.

FASRon 11 also supports the Fleet by providing in-port repair and maintenance for carrier squadrons. Every 30 hours a jet or prop

engine must be partially disassembled and inspected and every 120 hours of flight a major check is made of the aircraft down to its last rivet.

Since carriers don't have the space nor facilities to do all of this overhaul work themselves they depend on land-based FASRons like No. 11.



JET ENGINE is put in working order.



NAVCAT WITH 'BATON' is Lee B. Hall, TMC, usn, of ComSubRon Seven who helped originate the program.

Dig Those Hep NavCATs!

IN RECENT MONTHS NavCATs have come well along the road as a growing Navy institution. Already several thousand colorful performances have been given by the more than 215 NavCAT combos currently operating along the Navy circuit. If you haven't already taken in one of their hot-off-the-griddle programs, chances are you will before many more months have passed.

And when you do you'll be seeing the results of the labors of three Navy careerists. These three are: Lee B. Hall, TMC; Gerald O. Toms, TMI, and LCDR Clayton F. Johnson.

Together this trio got the show on the road. They developed the idea of the program, dug out the information to be presented, shaped up the method of presenting it and designed the NavCAT "kit."

What are the NavCATs? Not a swinging group of cool musicians, they do, however, give performances that are "the most." They are the Navy's Career Appraisal Teams, and their job is to pass on to you information on your career in the sea service, to help you decide how to plan your future, find out what your opportunities are, your rights, and benefits.

This is the way the NavCATs came into existence. Back in August 1953 the Commander of Submarine Squadron Seven (Captain I. J. Galantin, usn) was making a survey of the reenlistment situation, and came

up with an important point—most enlisted men have no real idea what a Navy career has to offer. The information a man needed to make a decision about Navy service was not available in any one spot, and no one was around to give the men the complete word.

To remedy this situation the trio, which turned out to be the original NavCATs, went into operation. The squadron's personnel officer who was an ex-YNIC, (then) LT Johnson, and two Fleet sailors, Hall from *uss K-3* (SSK-3) and Toms from *uss Tiru* (SS 1416), took on the ComSubRon Seven assignment. They made a hit, and the plan originated by these three Navymen has been adopted by the entire Navy.

What was needed first was a special way to present facts and figures. Hall and Toms, operating under the general supervision of LT Johnson, developed an "oral-visual presentation method"—that's what the NavCAT teams are using today.

From November 1953 until April 1954 the men gathered in facts and figures and shaped up methods of presenting the information. This information centered about a comparison between the outlook and advantages of returning to civilian life or continuing on in the Navy. Most of the research was done by Hall. Toms, the artist, applied the info to roll-down charts, wall charts, some 65 presentation board "props" and the other gear used in the NavCAT

kit. A good part of their work was done after regular hours.

Collecting the information involved more than a hasty glance at a couple of reference books. It included visits with labor leaders, tabulations of wage-earning and employment statistics, talks with insurance officials and the studying of various Navy and Department of Defense sources for career information. And it meant numerous conversations with other enlisted men. These talks were necessary in order to obtain average patterns for such in-service matters as advancement, marriage and sea/shore rotation.

By late spring of 1954 the presentation had been worked into a fairly smooth form with the full support and assistance of ComSubPac. After the final trial run before their skipper, and the outfit's godfather, Captain Galantin, the team began operations. The first presentations were made to crewmen of Pearl-based subs. Several points, previously overlooked, were brought out during the question-and-answer periods.

It didn't take long for the word of this unique team's work to get around. The NavCAT trio made a quick tour that summer, a run covering submarine activities in San Diego and Mare Island, Calif. At San Diego the team turned its equipment over to Submarine Flotilla One, enabling the latter outfit to start a NavCAT of its own. Back at Pearl, the team began work on new equip-

ment, making it larger than the original kit. Audiences, it so happened, were proving to be much larger than expected.

Later in the year the team hit the big time. Within a two-week period it appeared before the Pacific Fleet type commanders—admirals all—and before the Commander-in-Chief, U. S. Pacific Fleet.

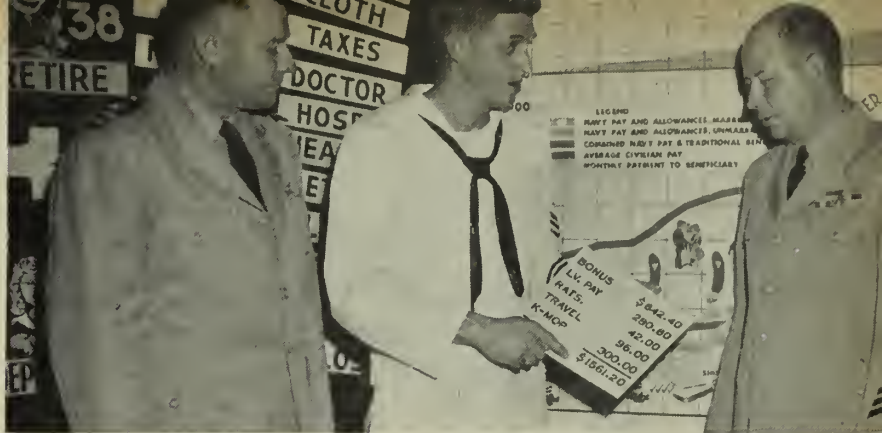
Response to their presentation was so favorable that they began drawing up a curriculum for a new type of Navy school. Under the sponsorship of CinCPacFlt, this school provided career appraisal information and methods of presentation to prospective teams from other outfits.

The first class, which started on 6 Dec 1954, consisted of three teams from PacFlt activities. After that, seven more classes received two weeks of instruction. The final class, incidentally, consisted of men from half a dozen different teams, coming from the Atlantic Fleet and other East Coast activities. In all, a total of 54 teams received NavCAT training from LCDR Johnson and Torpedomen Hall and Toms. With the typical team consisting of two or three senior enlisted men and one officer, a total of 26 officers, 80 CPOs and 50 other EMs went through the school.

The first team made three trips quite unlike anything ever experienced by a small group of enlisted and ex-enlisted men. The trips were unique on two counts. First, they covered a lot of territory in a brief period. Second, the team appeared before a large number of top officers and civilian officials of the Navy—realistic, hard-to-sell people who had to be “sold on the idea” before they would endorse it.

The first trip was made during the latter part of January 1955. It included a visit to the San Diego and San Francisco areas. Among those who observed the presentation was Commander Western Sea Frontier.

After spending just one day back at Pearl, the team started on its second trip. Their destination was Washington, D. C. In D. C. the team made presentations before senior officers of the Bureau of Naval Personnel and the Office of the Chief of Naval Operations. Assistant SecNav Albert Pratt was among the civilian Navy Department officials who took in the D. C. presentations. Vice Admiral James L. Holloway, Jr., Chief of Naval Personnel, gave the idea his support.



EX-CHIEF, LCDR Clayton F. Johnson, USN, (left) supervisor of work developing first team, is shown here with Bureau NavCATs while at U.S. Naval Academy.

The Bureau, in addition to becoming sponsor of the Navy-wide program and coordinating the training of other teams, arranged for the manufacture of NavCAT kits for the use of all teams.

Says Chief Hall about their third trip: “We had been performing most of our stateside travel during this trip in the Secretary of the Navy’s airplane. Here we were, submariners flying two miles high. . . . We had appeared before Commanders-in-Chief of both Fleets, before admirals who headed up most of the major units of those Fleets, before some of the top naval officers and civilian officials in Washington.”

“Following the introduction, either Toms or myself would go into our presentation, giving them the facts and having to hold their attention for a full three-quarters of an hour. For a group whose title was still ‘SubRon Seven Career Appraisal Team’ and whose presentation had been worked up in a pint-size office at the Pearl Harbor Sub Base, we’d come a long way. Speaking before

all those high ranking officers wasn’t the easiest thing in the world. But the fact that we were fully convinced of our statements eased the task.”

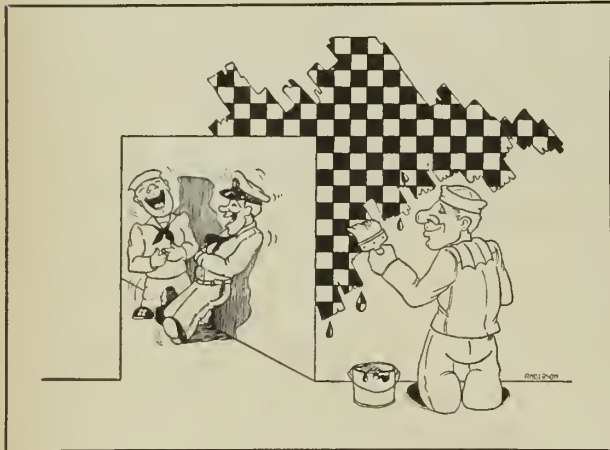
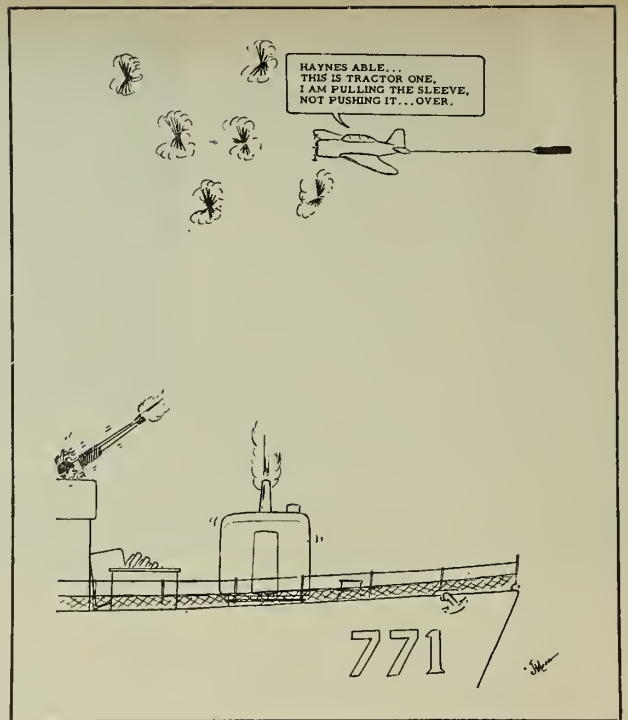
In all, more than 200 teams are now at work. Of this number, 54 teams received their instruction at the Pearl Harbor NavCAT School. Upon completion of their instruction many of these teams went on to teach other teams throughout the Fleet—which accounts for the difference in numbers.

Regardless of where a team may be located or whether it gives presentations full time or part time, it has the same purpose as all other teams. And that is to provide the information needed for making the most intelligent decision about a future career. The teams present facts and figures concerning (1), a return to civilian life and (2), a continuation of Navy life. Since each man’s own case is different, it’s up to that man to apply those facts and figures to his own particular case.

—W. J. Miller, JOC, USN.

THIRD MAN BEHIND the idea was Gerald O. Tims, TM1(SS), USN, who used his brush in applying the statistics dug up by Hall to create team’s visual aids.

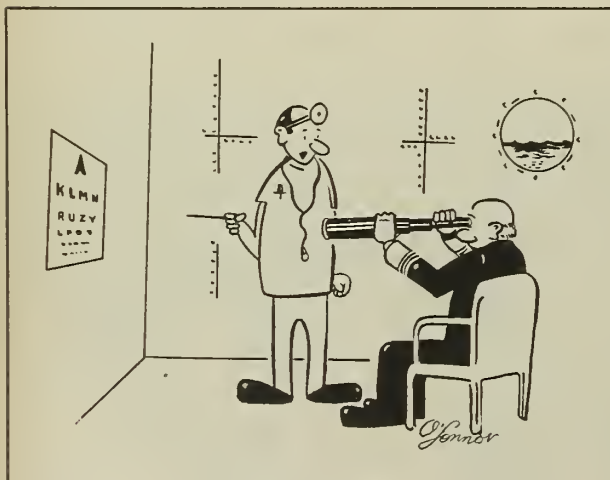




Humor—Fresh from the Fleet

HERE ARE THE TOP FIVE entries in the All-Navy Cartoon Contest. Names of those receiving honorable mention and other outstanding cartoonists are listed on page 19. You will see in this and future issues of ALL HANDS samples of the best humor sent in.

Winning cartoonists and entries in order of placement are: William H. Gwin, PHAN, USN, *upper left*; James H. Mesa, LTJG, USNR, *upper right*; Muirrel A. Anderson, HMC (SS), USN, *left*; and Neil F. O'Connor, ACC, USN, *bottom two*.



"That's fine Admiral, now the second line sir!"

"All ashore that's going ashore."

These Navymen Will Keep You Laughing

Here are the names of 28 other Navymen who entered the All-Navy Cartoon Contest and who may look forward to seeing their cartoons reproduced in future issues of ALL HANDS. Some had more than one entry selected; Duensing, for ex-

Honorable Mention, Lindy U. Jahnsan, YN1, USN



"Guess who's on the chief's list."

ample, now has five works of art resting in our archives. Glen Walker has four and Kincaide and Maul, three each.

In addition to the five winners and five honorable mentions listed in the November 1955 issue of ALL HANDS, works of these cartoonists were selected as outstanding from the more than 450 entries in the All-Navy Cartoon Contest. The names are listed in alphabetical order, not in the order of the judges' selection.

• Norman A. Algiers, LCDR, USN, U. S. Naval Air Station, Corpus Christi, Tex.

• Muirrel A. Anderson, HMC, (SS), USN, Headquarters, 9th Naval District, Chicago, Ill.

• Norman J. Bueche, MMC, USN, USS *Rochester* (CA 124), c/o Fleet Post Office, San Francisco, Calif.

• Calvin C. Brown, SN, USN, USS *Eldorado* (AGC 11), c/o Fleet Post Office, San Francisco, Calif.

• Walter L. Chmura, SN, USN, USS *Sigourney* (DD 643), c/o Fleet Post Office, New York, N. Y.

• Rosario (n) Consiglio, YN1, USN, Commander Transport Amphibious Squadron TEN, c/o Fleet Post Office, New York, N. Y.

• Anthony (n) De Martino, TE1, USN, CNO (OP 303T), U. S. Naval Receiving Station, Washington 25, D. C.

• Robert L. Diaz, JO3, USN, Air Transport Squadron EIGHT (VR-8) Hickam Air Force Base, Honolulu, Hawaii.

• Walter P. Duensing, HM1, USN, U. S. Naval Hospital, Bainbridge, Md.

• Billy M. Edwards, LTJG (MSC), USN, U. S. Naval Hospital, Memphis, Tenn.

• Emmet J. Geisler, YN2, USN, Commanding Officer, Enlisted Personnel Headquarters, U. S. Naval Station, San Diego 36, Calif.

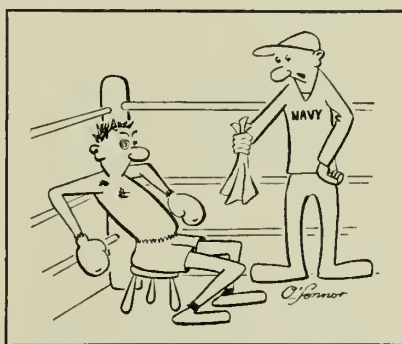
• Edward F. Hudson, LTJG, USNR, Naval Inspector of Ordnance, New York, N. Y.

• Kenneth W. Jordan, QMC, USN, USS *Montgomery County* (LST 1041), c/o Fleet Post Office, New York, N. Y.

• Paul Lemieux (no data).

• William R. Maul, CTSN, USN,

Honorable Mention, Neil F. O'Connor, AGC, USN



"You had him worried that round—he thought he killed you!"

U. S. Naval Security Station, Washington 25, D. C.

• John F. McNeil, ET1, USNR, U. S. Navy and Marine Corps Reserve Training Center, Waterloo, Iowa.

• Franklin K. McVicker, SK1, USN, ComServPac, c/o Fleet Post Office, San Francisco, Calif.

• Robert J. Moesle, YNT3, USNR, USS *Gilligan* (De 508), c/o Fleet Post Office, San Francisco, Calif.

• Neil F. O'Connor, AGC, USN, U. S. Naval Air Station, Washington, D. C.

Honorable Mention, W. P. Duensing, HM1, USN



"... This is 'Boot Camp'! We're going to take away those flabby muscles ... gonna' make men out of you!"

• Billy L. Peoples, AM1, USN, Patrol Squadron NINETEEN, c/o Fleet Post Office, San Francisco, Calif.

• Jacob P. Proppsner, AD1, USN, VA-35, U. S. Naval Air Station, Cecil Field, Jacksonville, Fla.

• George F. Rogers Jr., BMI, USN, Security Department, U. S. Naval Station, Green Cove Springs, Fla.

• Maurice G. Sherrard, AD3, USN, U. S. Naval Auxiliary Air Station, Kingsville, Tex.

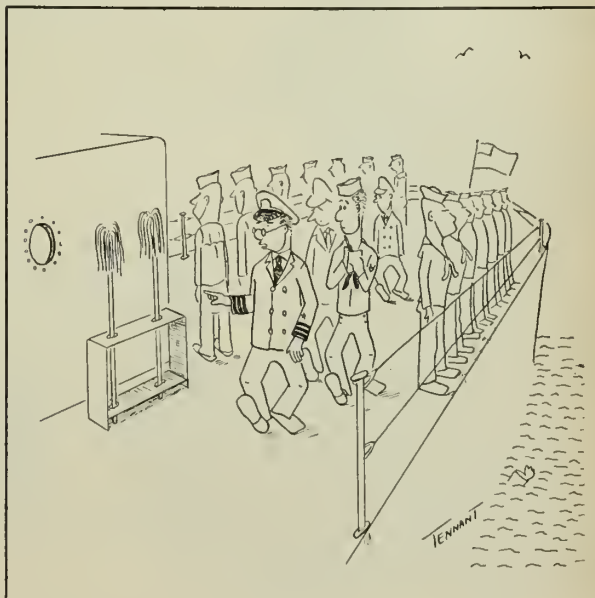
• Theo H. Tennant, YN1, USN, U. S. Naval Recruiting Station, Los Angeles, Calif.

• Glen Walker (no data).

• H. G. Walker (no data).

• Claron W. Zuber, Jr., AO3, USN, Utility Squadron TEN, U. S. Atlantic Fleet.

Honorable Mention, Thea. H. Tennant, YN1, USN



"Haircut. Haircut."

Sky Pilots Celebrate an Anniversary

TRADITION has it, that during the heat of battle between *Chesapeake* and the British ship *Shannon*, a certain Samuel Livermore seized a cutlass and faced the enemy. Although thrown to the deck and wounded in the arm, Livermore is credited with a personal victory in hand-to-hand combat when he wounded *Shannon's* captain himself.

This incident occurred in 1813, well before adoption of the Geneva Convention which placed chaplains in the category of non-combatants and, so far as is known, Samuel Livermore is the first U. S. Navy chaplain to be wounded (and later, captured) in battle. The records of the Corps contain a lengthy list of chaplains who earned medals and awards (including the Purple Heart) while serving as pastors and giving comfort to their shipmates in battle.

Just as the U. S. Navy has grown from small and uncertain beginnings to the greatest naval power in the world, so, too, has the Chaplain

Corps grown from a single clergyman to one of the most significant factors toward the moral integrity of that Navy.

Life was relatively simple if somewhat violent when John Reed reported on board *Warren* as chaplain some time after October 1776. He is recorded as being the first chaplain of the American Navy. Another early chaplain, Edward Brooks, who served on board *Hancock* in the spring of 1777, was promptly captured by the British and was later exchanged for an American-held British chaplain.

Such were the beginnings of what was to become the present-day Chaplain Corps which last month celebrated the 180th anniversary of its founding. It was just 180 years ago on November 28 that the Continental Congress adopted the second article of *Navy Regulations*:

"The commanders of the ships of the thirteen United Colonies are to take care that divine service be performed twice a day on board, and a

sermon preached on Sundays, unless bad weather or other extraordinary accidents prevent."

In the early Navy, during the days of Chaplains Reed and Brooks, ships' captains often appointed their own chaplains. Frequently a member of the ship's company who was known to be capable of reading and writing was appointed chaplain, although he had no qualifications as a clergyman.

However, by 1811 the duties of a chaplain had been set down on paper (according to a SecNav memo of that date): "The duties of a chaplain in the Navy are to read prayers at stated periods; to perform all funeral ceremonies; to lecture or preach to the crew on Sundays; to instruct the midshipmen & volunteers in writing, arithmetic, navigation & lunar observations, & when required to teach other youths of the ship."

For many years there appeared to be considerable confusion as to the primary duties of a chaplain—whether they were to be theological or scholastic. Philander Chase, Jr., for example, the youngest known chaplain in the Navy was appointed at the age of 18—at the instance of Commodore McDonough, who had for some time past known his pious and manly character, and being well assured of his competent learning, had made application to him to become a teacher on board the *Guerriere*, of which vessel he had the command, and go with him to Russia, and thence to the Mediterranean Sea, "in the place and the pay of chaplain."

By way of contrast, Chaplain Burgess Allison was 70 years old when he was commissioned as chaplain a few years later.

It was approximately at this time that many important changes took place which profoundly affected the chaplains. A number of well-defined principles and official naval regulations which related to chaplains were established. Greater care was taken in their selection, their duties were more carefully defined, their status was improved and their pay liberalized. It was at this time that the chaplaincy came into its own as an essential part of the U. S. Navy.

Regulations of 1841, for example, required for the first time that a chaplain be an ordained clergyman.

NAVY CHAPLAIN waits for copter to take him to next ship for divine services. Services are held at home and abroad, ashore and afloat.





CONTEMPORARY SKETCH shows Sunday service on gun deck of man-of-war. Right: Present day service is held at sea.

It was during the Civil War that the first naval chaplain, John Lenhart, was killed in action. He was lost with *uss Cumberland* after she was rammed by *css Virginia*.

The old tradition of the church pennant flying above the national emblem during divine services aboard ship became officially recognized during the period between 1861 and 1880. Other radical changes, such as permitting voluntary, instead of compulsory, attendance were made. This was another period in which naval regulations were in flux, and out of the many changes came the principles which, to a large extent, are still in effect.

Although only 24 chaplains were on active duty by 1900, their influence was widespread. In addition to such recognized duties as conducting divine services and religious instruction, establishing and maintaining libraries, ministering to the sick and imprisoned, and supervising educational activities of crew members, chaplains also took a leading part in providing wholesome entertainment aboard ship, conducted sightseeing tours on shore, and promoted to other off-duty activities.

The chaplains became a Corps during the years of World War I, and organizationally speaking, they came of age. The Chaplains Division became a part of the Bureau of Navigation (now Bureau of Naval Personnel), duty assignments were made by this Division and Fleet Chaplains were authorized.

The importance of the Chaplain Corps during World War II can best be summarized by these figures: At their peak, approximately 2800 Regular Navy and Naval Reserve chaplains were on active duty; 93 medals and awards were won by chaplains, ranging from the Medal of Honor to Letters of Commendation; 24 chaplains were killed in action or died during the war; and 46 were awarded the Purple Heart.

Of the nearly 925 chaplains who were on active duty during the time of the Korean hostilities from June 1950 to July 1953, 166 Navy chaplains served with the U. S. Marines

in Korea and approximately 150 others served on board U. S. ships in Korean waters. More than 20 Purple Hearts were awarded, and 200 awards of other categories.

Today, as they have for the preceding 180 years, the Navy's chaplains continue to provide religious guidance and instruction as their primary responsibility. In addition, character guidance is an important field in which the chaplain has become well qualified to assist and implement command responsibility for morale and spiritual welfare.

In short, they make the Navy a better place in which to serve.

President Congratulates Chaplains On Job Well Done

During their 180 years of existence, U. S. Navy chaplains have won a unique position of respect and admiration among all the armed services. This is the opinion of one former Army man, addressed to the Chief of Chaplains for the members of the Chaplain's Corps:

I congratulate all of you on the record which has been built by the Navy Chaplains since before the Declaration of our national Independence. Their willingness to give their lives for their fellow men, their heroic actions in time of crisis and danger, their unwearied efforts in the line of everyday duty constitute noble entries in our nation's naval history. Their presence among the members of our armed forces is a constant reminder of the spiritual values central to the way of life for the defense of which alone our armed strength is maintained.

In today's peacetime the work of the Chaplains to help maintain the morale of the individual man in uniform matches the importance of their obligations in time of war. I am confident that they will continue to discharge their future responsibilities with the distinction that has characterized the efforts of their predecessors.

Sincerely,
Dwight D. Eisenhower

LETTERS TO THE EDITOR

The Age Limit Was 14

SIR: Did the Navy enlist 11-year-olds around 1906 or 07? I've been told they did, but it is rather hard for me to believe. Also, what was the age limit to enter the Military Academy at West Point in 1911?—J. T. P., LCDR, USNR (Ret.)

• In 1907 statutory limitations forbade the enlistment of individuals under the age of 14; however, by administrative requirements no one was enlisted who was known to be under 15 years of age.

In 1911, as now, an individual entering the Military Academy at West Point was required to be between the ages of 17 and 22.—Ed.

Navy Wife Wants to Teach

SIR: I would like to be assigned to an overseas shore billet with my family. My wife is a qualified elementary school teacher and is willing to instruct naval personnel dependents overseas.

I have been informed that an instruction is in effect which requests a Navyman, if his wife is a school teacher, to submit a request for overseas shore duty.

Can you advise me on this matter? If there is such an instruction what qualifications are required?—R. J. S., RM1, USN.

• A limited number of teachers are needed annually for Navy overseas dependents' schools. BuPers Inst. 1306.6A of 30 Jul 1954 invites applications for assignment to duty in Naval Missions, Offices of Naval Attaches, etc., by petty officers whose wives are qualified teachers desiring to teach. Also, ComServLant Inst. 1306.1C of 26 Jan 1955 invites enlisted personnel in the Atlantic Fleet, married to qualified teachers desiring to teach, to request foreign shore duty when qualified.

For complete information about location of schools, required qualifications for teachers, salaries, and how to apply, write to the Chief of Naval Personnel (Attn: Pers C113), Department of the Navy, Washington 25, D. C. via your commanding officer.—Ed.

Decorations for Benham

SIR: I'd like to know what operations USS Benham (DD 397) participated in and what decorations she is entitled to for her part in WW II service.—J. W. O., MACH, USN (Ret.)

• USS Benham (DD 397) rates the following decorations for participating in World War II: Asiatic-Pacific Campaign Medal for the following actions: Mid-

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulation regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

way (3 Jun 1942 to 6 Jun 1942); Guadalcanal-Tulagi landings, (7 Aug 1942 to 9 Aug 1942); Eastern Solomons (Stewart Island) (23 Aug 1942 to 25 Aug 1942); Capture and defense of Guadalcanal (10 Aug 1942 to 8 Feb 1943); Guadalcanal (12 Nov 1942 to 15 Nov 1942).

Benham also earned the Navy Occupation Service Medal with "Asia" clasp for occupation service in Japan, and the World War II Victory medal.—Ed.

Deck Log Terminology

SIR: ALL HANDS answered a letter in the September 1955 issue which asked why the word "distant" rather than "distance" is used in deck log entries such as, "Passed Cape Henry Light abeam to starboard, distant 2000 yards."

You said "distant" was used in this case because it was grammatically correct, but NavPers 15876, the current instructions for keeping a ship's deck log, does not agree. On page 11 in the sample entries section, the word distance, and not distant, is used in all cases similar



UNUSUAL VIEW of F9F-8 Cougar jet refueling in flight is enlargement of photo taken on 'tankers' scope.

to the one mentioned above—P. G. M., LTJG, USNR.

• "Distant" is the traditional use of the word, being handed down through literature and old log instructions. Occasionally, however, the other term is used, as you noticed.

Its usage, therefore, seems to be a matter of choice. We believe, as do the senior officers whom we ask on questions of this nature, that the long-used term somehow has a better ring to it, a saltier flavor, so to speak.—Ed.

Warming up the Gyro

SIR: I have a question concerning the gyrocompass. While attending QM school I was taught that the gyrocompass should be started three hours before it is to be used. The QM Manual (3rd and 2nd class) mentions four hours. Still further, I've heard men saying six hours. Who is right?

Incidentally, in the June issue of ALL HANDS an error was made in the article "This Sky Pilot Saw Plenty of Air Action." A wrong hull number was given to USS Ticonderoga. It should have been CVA 14 and not CVA 70.—J.A.W., QM3, USN.

• Every individual has his own ideas on how certain evolutions should be performed and how soon certain operations should be started, but the information provided in "Quartermaster 3 & 2," Vol. 1, NavPers 10149-A, is believed to be correct and is the recommended time given by the manufacturer.

The following is an extract taken from a booklet published by the manufacturer:

"It is preferable to start the equipment at least four hours before the compass is required for service. This is to allow sufficient time for it to come up to running temperature and settle on the meridian."

This is the operating manual provided to each ship on which a gyroscope compass is installed.

You are correct in pointing out that USS Ticonderoga's designation should be CVA 14. Glad you caught the error and we'll be on our toes to avoid similar mistakes in the future.—Ed.

Courses for Officer Promotion

SIR: BuPers Inst. 1416.1A, which lists the correspondence courses officers may take for promotion, leaves unsettled the status of certain courses taken several years ago.

To be specific, is a course which I took in 1951, Universal Code of Military Justice (NavPers 10971), equiva-

lent to the current NavPers 10993 course?

Also, does *Personnel Administration* (NavPers 10968), exempt any course requirement for promotion to LCDR? —R.E.S., LT, USN.

• To be exempt from a promotion examination, the correspondence course you have taken must be the same as listed in BuPers Inst. 1416.1A of 24 Aug 1955, or a course superseding the one listed. A superseding edition of a correspondence course is indicated by an alphabetical suffix to the NavPers number.

The "Universal Code of Military Justice" course you completed in 1951 is a one-assignment course, whereas "Military Justice in the Navy" (NavPers 10993), is a twelve-assignment course and therefore not equivalent to the course you have taken.

"Personal Administration" (NavPers 10968), does not contribute toward promotion examination exemption in promotion from LT to LCDR. It does, however, count for exemption in promotion from LCDR to CDR.—Ed.

Trailer Allowance

SIR: I am being transferred from San Francisco to San Diego and would like some information on the new bill concerning allowance for moving house trailers. My trailer is a 45-footer and I must have it pulled commercially. —D. L. B., GMI, USN.

• You are authorized a trailer allowance payable to members under permanent change of station orders effective on or after 1 Apr 1955 regardless of the date the orders were issued, according to Chapter 10 of Joint Travel Regulations.

Your trailer must be moved for the purpose of residing in it at its destination. If you elect to receive the trailer allowance, it will be in lieu of both the dislocation allowance and the shipment of baggage and household effects. The authorized mileage is computed on the basis of the distances shown in the tables and maps appearing in the "Rand-McNally Standard Highway Mileage Guide."

Since you are contracting with a commercial transporter for the movement of your trailer, you will be entitled to the trailer allowance at the rate of 20 cents per mile. If you were to transport your trailer by any other means, including towing by privately-owned vehicles, you would be entitled to the trailer allowance at the rate of 10 cents per mile.—Ed.

More on Trailer Allowances

SIR: Soon I will be transferred to the Fleet Reserve after 19½ years in the Navy. Will I be eligible for transportation allowances for pulling my house trailer and baggage to my Fleet Reserve address? If this reimbursement is allowed, am I still entitled to be reim-



REQUESTING PERMISSION to come aboard USS Cotten (DD 669), with the Sixth Fleet in the Med, are two Naval Reservists reporting for training cruise.

bursed for travel of my dependents?

If the house trailer reimbursement is not authorized for Fleet Reservists, am I entitled to shipment of household effects, reimbursement for dependents' travel, and dislocation allowance?—W. W. W., GSC, USN.

• Upon transfer to the Fleet Reserve, you will be allowed six cents per mile for your personal travel and 10 cents per mile for pulling the trailer if it is used for transportation of your household effects and baggage.

Also, you will be allowed six cents per mile for each dependent 12 years of age or over, not to exceed two such dependents; and three cents per mile for each additional dependent 12 and older. The total may not exceed 18 cents per mile.

Election to receive the trailer allowance is in lieu of both the dislocation

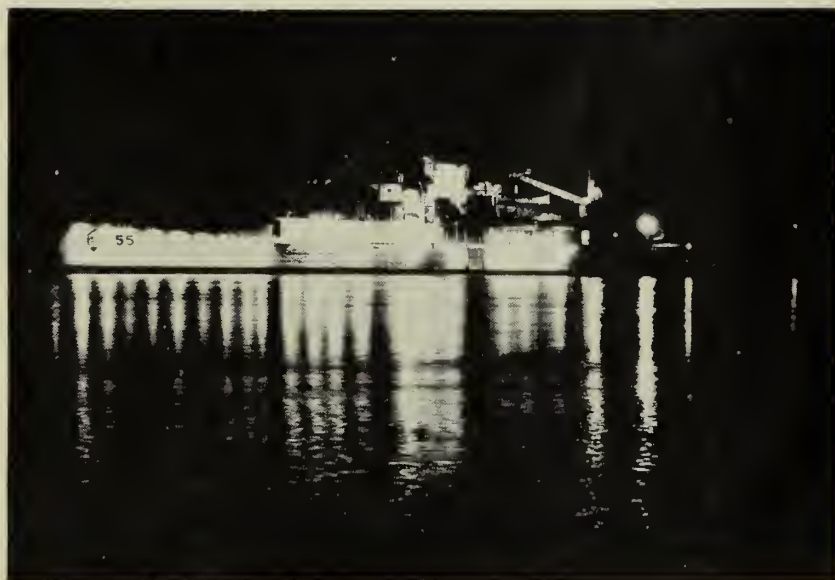
allowance and the shipment of baggage and household effects. The movement of the trailer must be for the purpose of residing in it at its destination. Authorized mileage for the trailer allowance is computed on the basis of the distances shown in the tables and maps appearing in the "Rand-McNally Standard Highway Mileage Guide."

For further information on travel allowances, your attention is invited to Chapter 10 of "Joint Travel Regulations," and Navy Comptroller Instruction 7290.1 of 9 Jun 1955.—Ed.

On Top of the SDEL

SIR: I have a question concerning the Bureau shore duty list.

If a man applies for shore duty in an area or naval district which is wide open for his rate, and he is qualified in every



LOOKS LIKE CHRISTMAS—Night photo of USS Valcour (AVP 55), at anchor in the Middle East, is reminiscent of Yuletide glow adorning Fleet each season.



FIRST NEW HAMPSHIRE had three names. Originally Alabama, her name was changed to New Hampshire. She is shown here as the Granite State.

Battleship New Hampshire—Has Long Distinguished Record

SIR: Has there ever been a battleship *New Hampshire*? I believe there was, but some old Navy men argue that I am wrong. Can you straighten us out?—M.D.F., TMTTC, USN (Ret.)

• You're right. There were, in fact, two ships named New Hampshire.

The first New Hampshire, originally named Alabama, was built at Portsmouth, N.H. She was not completed until after the beginning of the Civil War. In October of 1863, her name was changed to New Hampshire and she was finally placed in commission on 11 May 1864. She carried 15 guns.

New Hampshire served for a brief period as a flagship after the Civil War and then was converted into a receiving ship. From 1876 to 1881 she served as store ship at Port Royal, S.C., later being stationed at Norfolk and Newport. At Newport and New London she served as flagship of the Apprentice Training Squadron and Receiving Ship for Boys.

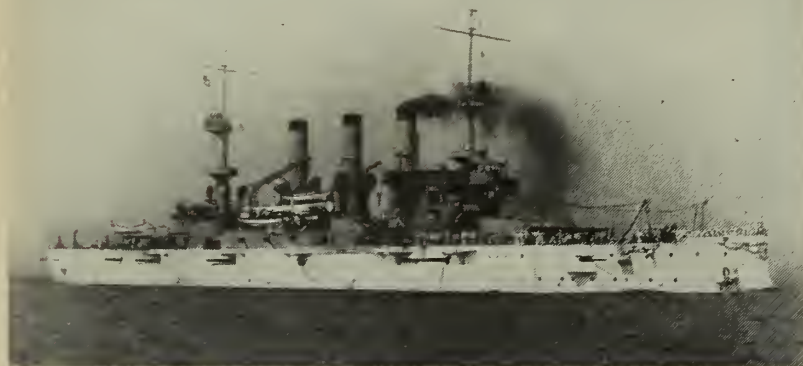
In June, 1892, New Hampshire was placed out of commission and turned over to the New York State Naval Militia. In 1904, her name was changed to Granite State so that a new ship might bear the name of New Hampshire.

She remained at New York as a training ship until 1921, when she was burned to the water's edge.

You probably have in mind the second New Hampshire which was built at Camden, N.J. Her keel was laid on 1 May 1905 and she was launched on 30 Jun 1906. Two years later New Hampshire, Battleship No. 25, was commissioned and assigned to the Atlantic Fleet. In 1914, she took part in the affair at Vera Cruz, Mexico.

In 1917, she was attached to the U.S. Atlantic Fleet, and assigned training duty in the Chesapeake Bay area.

In 1919 she was attached to the Atlantic Fleet, with which she remained until decommissioned in 1921.—ED.



BATTLESHIP NO. 25, the second New Hampshire, was commissioned in 1908. She served in Atlantic waters from 1917 until end of her duty in 1921.

way for this duty, why is the wait so long?

I applied for a naval district approximately five months ago and at the time it had no waiting list for my rate. I received my shore duty card and have been waiting since.

The Bureau shore duty list gives me the impression that if there are openings for a man in his rate and he is qualified, he gets what he wants. If so, why can't a man make his preparations and expect to make it within a reasonable amount of time?—P. E. S., JO2, USN.

• If you apply for shore duty in a district which has no one ahead of you on the shore duty eligibility list, you still cannot be ordered until a vacancy occurs for a man of your rating within the district. Sometimes this takes many months, as the individual currently filling the billet cannot be ordered to sea until he has completed his tour ashore. Bureau orders for shore duty are always dated three months in advance in order to allow you enough time to plan on moving your family, and to allow the Fleet personnel distributor sufficient time to order a replacement for you.—ED.

Request for FT School

SIR: I am greatly confused about my present and future duty status. While serving on board a Reserve training ship, I submitted an application for fire control technician school. The reply from the Bureau stated that my name must be put on the Sea Duty Survey List before school could be granted.

After my name was put on the list, I received orders for active duty on board USS *Lexington* (CVA 16). Due to this change of duty, must I resubmit my request for school, or is my name still on the list?

Recently I received orders for a normal tour of shore duty but they were canceled because *Lexington* had been in commission less than six months. Would I now receive these same orders at the end of the six months, or would new orders be more probable?—W.F.H., FT3, USN.

• Your request for schooling must be resubmitted to your Type Commander.

When your orders to shore duty were cancelled your shore duty eligibility card was automatically placed in a "Hold" file. It will be put back in the "Active" file when you have been on board six months. At this time, you will again be considered for shore duty orders.—ED.

Letter of Commendation

SIR: I served as a corpsman attached to the First Marine Division in Korea from December 1952 to November 1953. I was awarded two individual letters of commendation with combat V authorized. The letters were signed and for-

Travel by Car

SIR: Can an officer or enlisted man who is permanently changing duty stations be authorized travel time computed at the rate of 250 miles per day when traveling by privately owned vehicle if he does not actually own the vehicle?—C.R.L., PNC, USN.

• If you are authorized to travel via a privately owned vehicle—not commercial transportation such as train or bus—and you actually perform travel via such privately owned vehicle, travel time may be computed at the rate of 250 miles per day. Article C-5317(2) of "BuPers Manual" does not require that you own the vehicle.—Ed.

warded to me by the Commanding General.

In a recent computation on multiples for advancement in rate, I was informed that these two letters do not count toward my advancement. The reference given to me for this decision was BuPers Inst. 1430.7A of 8 Sep 1954.

After reading the instruction, and finding my personnel section's interpretation correct, I feel that there must be provisions made for similar cases. If not, a great injustice is being done to countless numbers of corpsmen who received commendations in the performance of duty.—F. X. A., HM2, USN.

• Letters of Commendation are credited, providing they meet the provisions outlined in BuPers Inst. 1430.7A. A letter of commendation—without authority to wear Commendation Ribbon—must be addressed personally to the individual from the President, Secretary of Defense, Secretary of the Navy, or Chief of Naval Operations in order to be counted toward your final multiple.

It is possible that your letters were awarded by your commanding officer or some other person not included in the foregoing list.—Ed.

Try France or Italy

SIR: I have requested assignment to naval attache and/or naval missions duty in Australia, Spain or Colombia. Can you tell me the number of CD1s on the eligibility list and my chances of receiving one of the billets in the near future?—D. F. M., CD1, USN.

• There are no billets for attache or naval missions duty in the countries you have requested. If you wish to change your request and be considered for the billets in Italy or France you should notify the Chief of Naval Personnel (Attn: Pers B-21223).

At the present time there are six CD1s on the Naval Attache and/or Missions Eligibility List. Four of these billets become available in the near future. One is in CinCSouth, Naples, Italy,

available in August 1957; the other three are in Headquarters, U. S. European Command, available in August 1956, November 1956 and October 1957.—Ed.

Twenty-One Ships Alongside

SIR: In reference to the inside front cover picture in the May 1955 issue, please tell us *Cascade* (AD 16), that if they are still bragging about having seven ships alongside, they had better quiet down so no one will know what boots they really are.

During the 1920s on board *uss Black Hawk* (AD 9), in China, we had 21 ships alongside at one time. Nineteen destroyers and two mine sweepers, *uss Bittern* (AM 36), and *Finch* (AM 9).

Somewhere in the numerous places my personal effects are scattered, I still have a picture of this event.—R. F. H., LCDR, USN.

• We hope that you can send that picture soon. Our imaginations are running wild. We can see a giant gray caterpillar arching its back in the green China Sea.

Actually, *Cascade* can not be held accountable for boasting. ALL HANDS thought seven ships alongside was a goodly number, so we published the picture along with a challenge to our readers to top it. Since we are responsible, the several boots on our staff are prepared to bathe in brine and rub against old timbers when your picture—tripling *Cascade's* record—arrives.

Seven alongside was topped last month by a photo sent us by *uss Laertes* (AR 20), and by a U. S. Navy shot of *uss Nereus* (AS 17). Both vessels displayed 10 ships alongside and are tied for the new record. (ALL HANDS, November 1955, p. 15).—Ed.

What's Passing?

SIR: What type of grading scale is used on service-wide examinations? Is 2.5 a passing grade or are grades based on a curve of some sort?

Results from an examination conducted in February 1955 seem to indicate that some individuals passed on a scale of 2.5 while others who made a 2.5 failed the professional part of the exam.—N. B. B., PN, USN.

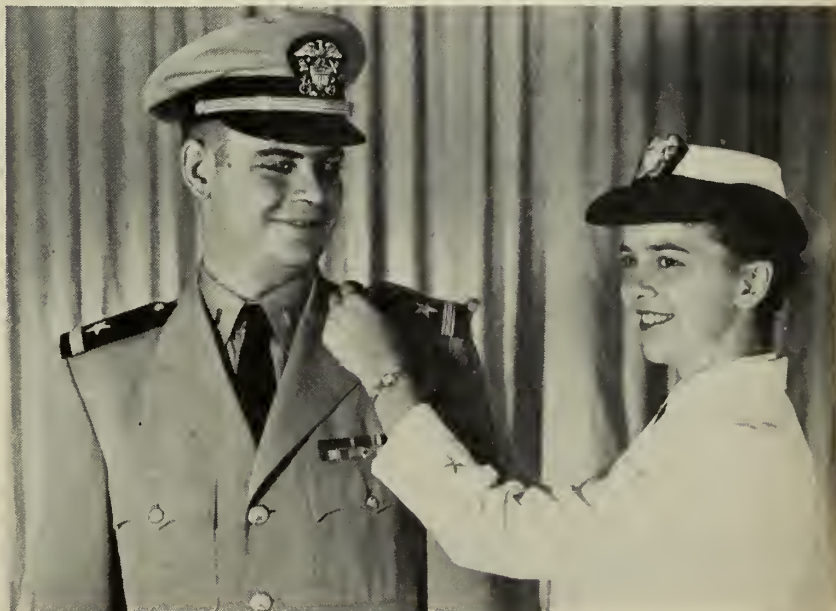
• Service-wide examinations are graded on a standard scale ranging from 15 to 80. These scores are identical to those reported for Basic Battery Tests and have no relationship to the Navy's traditional scale of 0 to 4.0.

It is incorrect to compute the ratio between an individual's examination grade and the top possible score of 80, and then apply the resulting percentage to the 0 to 4.0 scale, as you may have done.—Ed.

Warning at Captain's Mast

SIR: I would like an interpretation of a warning awarded at Captain's Mast. Is a warning considered to be a punishment? If it is not considered a punishment can a conduct mark be lowered due to the mast given where the commanding officer does not direct that the marks in conduct be lowered? Can a commanding officer lower the conduct mark without having a Captain's Mast for other than disciplinary action?—E. J. W., YN3, USN.

• A commanding officer may issue a warning at Captain's Mast; however, a warning is not provided for under Arti-



FAMILY AFFAIR—ENS Alfredo Lukomska, usn, pins new ensign shoulder marks on her brother Fred, who only a few weeks earlier had done the same for her.



WAS THIS THE 'MOST HEAVILY GUNNED' Navy ship? Rumor has it that old USS Solace (1909-1921) earned this title due to Civil War guns as ballast.

'Most Heavily Gunned Ship' Never Fired a Shot

SIR: I noted in the January issue of ALL HANDS a brief piece on "Guns for Ballast." It is interesting to see stories change and grow, losing in the process most or all in the way of established fact. If your researchers go back another decade they might meet still an earlier version. While I cannot vouch for its full accuracy, I believe that just a little research might do so.

The grains of truth seem to center about the words "guns," "ballast," and a hospital ship.

In 1896, there was built at Newport News, Va., a vessel called the ss *Creole*, for coast-wise and West Indies trade, carrying chiefly freight, and especially bananas. In 1898 the ship was taken over temporarily as a hospital ship and was named USS *Solace*. From 1898 to 1908, it served as an army transport between the West Coast and the Philippines.

In 1909, she was returned to the Navy and converted into a hospital ship. This involved the addition of a lot of superstructure. Later there were added high topgallant masts to carry radio antenna. As a result, this ship

with 5700 tons displacement and overall length of 377 feet and a beam of only 44 feet, rolled excessively.

Some time between 1912 and 1914 (plus or minus a year), in an attempt to off-set her top-heavy condition by lowering her metacentric height, some concrete-ballast was installed in which, as story has it, there were imbedded a considerable number of muzzle-loading iron guns of Civil War vintage. This was presumably done in her homeport in the Navy Yard at Portsmouth, Va.

From then on she had the reputation of being the most "heavily gunned ship in the Navy." There were those who claimed that there were as many as 200 cannons in the ballast. She was decommissioned in 1921, and later sold for scrap iron. I served on her from December 1917 to August 1919.

—R. A. Kern, RADM, MC, USNR.
• Thank you for your interesting letter on the "Guns for Ballast" ship. It has added much to the material on this subject. Still more on the legend was reported in the April issue of ALL HANDS (page 25).—ED.

cle 15, UCMJ, and is not considered to be a punishment. Therefore, a Captain's Mast which results only in a warning normally should not be entered in the service record, but it should be entered in the Unit Punishment Book. The only exception is in the case of unauthorized absence.

Normally, as indicated in Article C-7821 (b) 2, "BuPers Manual," performance marks should not be entered as a result of a warning. However, the marks may be lowered by the commanding officer if he so desires. In this connection, a mark in conduct of less than 4.0 may be assigned in the absence of disciplinary action. The lowering of the marks is based on the offense committed

which resulted in the warning. When such action is taken, a service record entry setting forth the cause is required.—ED.

China Service Medal

SIR: For service performed during the evacuation of the Tachen Islands, CinCPacFlt determined that Beachmaster Unit 1, WestPacDet, was eligible for the China Service Medal (Extended). Some members of the unit did not actually participate in the evacuation itself but were required to stay at Camp McGill, Japan.

Should those who actually participated in the evacuation be the only ones entitled to the medal or should all per-

sonnel who were attached to, present and serving on permanent duty with the unit be entitled to the medal?

According to NavPers 15,790 (Rev 1953) concerning the China Service Medal (Extended), it would seem that all personnel would be eligible for the medal.

My personal opinion is that those who actually participated in the evacuation are the only ones entitled to the medal.—J. R., YN1, USN.

• CinCPacFlt has authorized Beachmaster Unit 1 (Western Pacific Detachment) as eligible for the China Service medal for the period 30 Jan 1955 to 13 Feb 1955. Personnel of Beachmaster Unit 1 who remained in Japan would NOT be entitled to this award since the China Service Medal is authorized for service in or over China and in Chinese waters.

Under certain conditions, CinCPacFlt may authorize temporary duty as qualifying for the China Service Medal, subject to the final approval of the Chief of Naval Operations.—ED.

Going Regular

SIR: I recently transferred from LTJG, USNR-R to LTJG, USN. Am I eligible for mustering out pay and accrued leave.—L.P.M., LTJG, USN.

• You are. Anyone transferred from the Naval Reserve to the Regular Navy is entitled to mustering-out pay, if otherwise proper, unless in pay grade O-4 through O-8 at the time of transfer. In such case you are not entitled to a lump sum leave payment. ("NavCompt Manual," paragraph 044170-3, gives the details.)—ED.

A to N and O to Z

SIR: I would appreciate an answer to the following question: What is meant by "A to N" subjects?—C.W.W., ETC, USN.

• Early editions of the "Bluejackets' Manual" and training courses used the letters "A to Z" to label some of the subjects with which seamen should familiarize themselves. A-N listed the subjects which every man on board ship should know and O-Z listed the subjects which seamen, second class, should know. A few examples, selected at random, are as follows:

A—Discipline and Duty.

E—Rules Regarding Salutes and Naval Customs.

I—The aim and object of all General Drills.

N—Athletics; the attention given them in the Navy.

O—Boats; types, nomenclatures; gear, duties of a boatkeeper.

R—Deck Seamanship.

W—Artillery.

Z—Signals.

This system has been replaced by the training courses now in use.—ED.

Permanent Appointment as CPO

SIR: When I made chief on 20 Aug 1945, all men advanced to this rate were on a temporary basis. On 20 Aug 1946, I was "appointed to pay grade one," rather than being given a so-called permanent appointment.

I understand that an appointment to pay grade one and a permanent appointment are the same thing, and that my permanent appointment status may be counted from the date that I was appointed to pay grade one.—R.D.S., BMC, USN.

• *You are correct. The temporary rates were dropped and therefore have no meaning. Appointment to pay grade one and permanent appointment are the same. In your case, you are considered to have served in permanent appointment status since 20 Aug 1946.*—Ed.

Counting Time for Retirement

SIR: Mine is a complicated situation. I was originally commissioned ensign from CPO on 16 Sep 1943. After advancing to lieutenant, junior grade, on 1 Jan 1945, I was reverted to CPO on 13 Jan 1947. On 16 Nov 1951 I was recommissioned lieutenant, junior grade, with date of rank 29 Aug 1949.

Does time served in commissioned status before reversion to enlisted status count for retirement purposes? When does the commissioned service time begin for the reappointment, 29 Aug 1949 or 16 Nov 1951?

If a temporary officer is reverted to enlisted status before the completion of 10 years' commissioned service, and later completed his 30 years in the Fleet Reserve, would he be retired with the highest rank satisfactorily held before 30 Jun 1946 or highest rank held during

his naval career?—R. L. M., LT, USN.

• *Your time served in commissioned status before reversion to enlisted status counts for retirement purposes. Your commissioned service time for reappointment began on 16 Nov 1951.*

If a temporary officer is reverted to enlisted status before completion of 10 years' commissioned service and later completes his 30 years in the Fleet Reserve, he would retire with the highest rank held before 30 Jun 1946.—Ed.

Choice of Last Duty

SIR: I understand that when I apply for transfer to the Fleet Reserve that the Bureau will transfer me to the naval activity nearest my home for my last six months of active duty. Is this correct?—J. J. D., SKC, USN.

• *No. Such requests are disapproved, because their approval would result in prohibitive overmanning of certain naval activities, and further aggravate a personnel situation already plagued with a shortage of trained petty officers. The widespread misconception concerning reassignment apparently stems from the Chief of Naval Personnel's practice of assigning personnel completing thirty years' active service to the area of their choice, after their retirement date has been established by the Secretary of the Navy, for their last six months of active duty.*—Ed.

Dependents' Travel to Japan

SIR: Is it true that dependents are not allowed to travel to Japan? If so, when did this order go into effect?—D. V. B., HM2, USN.

• *Your dependents may travel to Japan; however, you must first obtain approval for this travel from Commander Naval Forces, Far East. Prior approval is necessary because dependent housing is quite limited in this area.*—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *The Barnacles*—Officers who served in the Ninth Naval District before World War II will hold their third reunion on 10 Dec 1955, at 5:30 p.m. in the Naval Reserve Armory on Randolph Street, Chicago, Ill. For further information, write to Albert F. Block, Ripley Bldg.,avenport, Iowa.

• *uss Oseeola* (YTB 129), and (YO 20)—Crew members of these ships during 1918-1919 interested in holding a reunion in 1956 should contact John M. Greenwood, Dredge Harbor, Riverside Ser. Number 161-87-96, New Jersey.

Does Reserve Bill Affect Me?

SIR: Does the new Reserve Bill affect me? I have been on active duty with the Reserve since December 1954, and before that was a member of the inactive Reserve.—H. D., AT3, USNR.

• *You will not be affected by the Reserve Forces Act of 1955, Public Law 305 (84th Congress), since your date of enlistment was prior to the date effective in the law.*

Under this law, men enlisting in the armed forces for the first time on or after 10 Aug 1955 will have a six-year obligation.

Since you were a member of the armed forces before this date, your status remains unchanged and you have an eight-year obligation.—Ed.

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These Men Built Your Navy's Tradition

A ROLL CALL OF NAVYMEN since the first "United States Ship" put to sea would yield many names whose owners have left their mark on Uncle Sam's sea service. Some of these men were national heroes; others were little known outside naval and military circles. But they all have at least one thing in common: They helped shape the Navy you know today.

You'll find 47 Navymen in this group of "Men Who Made Naval History." They cover a period from the early days of the Revolutionary War to the turn of the twentieth century. And just in case you discover that someone has been left out who you think ought to be included, you should know something about the method of selection. First of all, a man by a single great act or one particular achievement may have earned for himself a spot on this list. On the other hand, he might have won this distinction as a result of years of Navy career service. Perhaps he was responsible for a victory at sea, or he may have developed a new piece of equipment, or influenced strategy and tactics. In some cases it will appear that the selectee may merely be representative of perhaps hundreds of other Navymen who performed equally valuable services but who unfortunately received less recognition. And finally, a man may have been selected because he represents a certain characteristic, such as loyalty or reliability—attributes which have helped to shape the Navy of today as much as the most powerful ordnance development or the fastest ships.

Most—but not all—of the men cited here are high ranking—admirals, commodores, or at the least captains. But remember, they all got their start in the Navy much lower down the ladder, like Boatswain's Mate Reuben James or Lieutenant John P. Downes. No man ever won a battle alone, and such commanders as John Paul Jones, Preble and Farragut would be the first to acknowledge their debt to the mates, gunners, fore-top captains, midshipmen and powder monkeys—all of the men who served with them and made their victories possible.

The fact that only 47 men are cited here does not minimize the work of others. This, of course, is not a complete list. There is little doubt that, through their quiet devotion to duty, through their persistent efforts in behalf of new fangled ideas and inventions, many others could qualify with equal validity. Notable among the names missing from this list are those of David Bushnell, who invented a submarine that was actually used in the Revolutionary War (ALL HANDS, November 1951, p. 59), Robert Fulton, inventor of the steamship (ALL HANDS, March 1952, p. 59), Nathaniel Bowditch, who wrote the famed manual on navigation (ALL HANDS, October 1955, p. 12), Gideon Welles, Secre-

tary of the Navy in the Civil War and other SecNavs, not to mention presidents of the United States, submarine inventor John Holland (ALL HANDS, April 1953, p. 2, and April, 1955, p. 28), and the admirals William Sampson and Winfield Schley (ALL HANDS, May 1953, p. 59). If we've left out your choices drop us a line, giving the reasons for making your selection.

Note also that this roundup of names stops with the turn of the twentieth century. History will add dozens more who have helped shape the Navy in the past several decades. Here's the list.



Fighting on deck of *Serapis* — 1779

JOHN PAUL JONES (1747-1792) was commissioned in the U. S. Navy in 1775, and his fame rests primarily upon his singular accomplishments at sea, as commander of *Ranger*, *Bon Homme Richard*, *Alfred* and several other craft. But aside from such exploits, Jones played a remarkable role in the formative years of this country, hoisting the American flag the first time it was displayed on the ocean, receiving the first official recognition accorded the flag by a foreign power, giving that flag its baptism of fire at sea. The "energies, the

professional capacity, the indomitable determination and dauntless scorn of death which marked John Paul Jones above all his fellows" make his memory a living force throughout the naval service. He still serves as an inspiration to students at the Naval Academy, where his remains are enshrined.

SAMUEL TUCKER (1747-1833) was a merchant skipper who was commissioned a captain in the Revolutionary Navy in March 1777, taking command of the frigate *Boston* some months later. After delivering the U. S. Minister John Adams to France and taking a number of prizes, Tucker was himself captured when the city of Charleston fell to the enemy (May 1780). A year later he was released, took command of the sloop-of-war *Thorn*, a Britisher which he had captured in 1799, and continued to take prizes. Although he was recaptured, Tucker managed to escape before the close of the war. He returned to active service during the War of 1812, and made a brilliant capture of the British privateer *Crown* which had been harassing the Maine coast.

JOHN BARRY (1745-1803) contributed to the Navy the same aggressive spirit and indomitable drive for victory which marked his contemporaries of Revolutionary times. In 1776 while commanding the brig *Lexington*, Barry led his men in the capture of the British tender *Edward*—the first British ship taken by a commissioned American ship. Commodore Barry was also the Navy's third commander-in-chief.

NICHOLAS BIDDLE (1750-1778) a shipmate of Nelson, entered the British navy in 1770, but returned to his native land at the outbreak of the Revolution. In command of *Andrea Doria*, a 14-gun brig, Biddle made prizes of 10 enemy vessels in a satisfyingly short time. Appointed by Congress to command the 32-gun *Randolph*, Biddle continued to display unsurpassed activity, zeal and intelligence—until he perished in a blaze of glory. Cruising near Barbados with four small vessels of war, *Randolph* came upon the 64-gun British ship-of-the-line *Yarmouth*. Ordering his small vessels to safety, Biddle tackled his outsized opponent by firing a broadside into her. Some 20 minutes of brisk action followed before an explosion shook *Randolph*. Biddle and 310 crewmen were lost with the vessel.

JOHN RODGERS (1772-1838) had seen years of merchant service before he became (1798) a lieutenant in the new U. S. Navy. He served against the Barbary pirates and, in 1805, succeeded to command of the squadron engaged in the Tripolitan War. Later, Rodgers commanded *President*, which had been ordered to stop British impressment of American seamen. Encountering a British ship, he gave chase and overhauled her. In the subsequent battle the British vessel *Little Belt* was defeated. This was one of the incidents leading to the War of 1812, in which Rodgers was wounded by an explosion of one of his own guns. He later served as president of the Board of Naval Commissioners (1815-24, 1827-37).

JOSHUA BARNEY (1759-1818) also entered the Navy early in the Revolution. He immediately began the daring exploits which resulted in his being captured by the British three times. Later Barney served in the French navy, and engaged in large-scale privateering during the War of 1812. Given the task of halting the British push up Chesapeake Bay in July 1814, Barney delayed their drive for several weeks. When the British did land Barney rushed Marines and sailors to nearby Bladensburg, Md., where he held the center of the line until outflanked. The intrepid Barney was wounded and captured during the fighting in that battle.

THOMAS TRUXTUN (1755-1822) went to sea early, in merchant vessels. In the American Revolution he served the patriots as a privateer and took many British prizes. When the U. S. Navy came into being in 1794, he left merchantmen, becoming master of *Constellation* and taking part in the naval troubles with France and England. *Constellation* captured the French frigate *L'Insurgente* in 1799 and defeated *La Vengeance* in battle in 1800, though the French vessel escaped capture because a storm injured *Constellation*. Perhaps Commodore Truxtun's greatest contribution to the Navy

lay in his ability as a navigator and seaman. He was among the first to discuss the value of the Gulf Stream to navigation.

BENJAMIN STODDERT (1751-1813) was a Continental Army cavalry captain who "joined" the Navy after severe wounds made him unfit for active service. He was appointed the first Secretary of the Navy in May 1798, remaining in the post until March 1801. Stoddert's tact, industry and judgment joined with his mercantile experience to make him invaluable to the formation of our first Navy. When Stoddert became Secretary, the bulk of the Navy consisted of the frigates *Constellation*, *Constellation*, and *United States*; by the latter part of 1799 the Navy had in commission five frigates and 23 sloops-of-war.

DAVID PORTER (1780-1843), appointed a midshipman in 1798, saw his first service in the West Indies and in the war with Tripoli. Captured with *Philadelphia* in 1803 (off the Tripoli coast) Porter remained a prisoner until peace was declared in 1805. He returned to the fore during the War of 1812, capturing several vessels including *Alert*, a British man-of-war. Rounding Cape Horn in *Essex*, (the first American man-of-war to enter the Pacific), Porter cruised the Pacific warring on British whalers. His actions immobilized British trade in the area. He took formal possession of the Marquesas Islands in November 1813, but this act was not recognized by the government. His ship was captured, but only after playing an important role in the War of 1812.

EDWARD PREBLE (1761-1807) made his first cruise on board a privateer during 1777-78. In 1779 he became a midshipman in the Massachusetts Marine, then entered the merchant service. In 1799 he accepted a lieutenant's commission in the U. S. Navy, rising to the rank of captain within a year. In 1803 Preble, commanding a squadron headed by *Constellation*, opened and successfully concluded negotiations which averted a war with Morocco. Preble then proceeded to blockade



Constitution defeats Guerriere — 1812

Tripoli, where *Philadelphia* had run aground and her captured crew was being held for ransom. From November 1803 until his relief on 10 Sep 1804 Preble continued the blockade and harassment of the pirate stronghold, thus playing a major role in the eventual release of Bainbridge and his *Philadelphia* crewmen, and putting an end to the piracy which had long plagued Mediterranean shipping.

WILLIAM BAINBRIDGE (1774-1833), already an experienced sea captain, joined the Navy in 1798 when war with France threatened. In 1800 Bainbridge, delivering tribute money to the Dey of Algiers for the release of American seamen, was forced by the Dey to sail under

the Turkish flag to Constantinople—an insult that contributed to the American declaration of war against the Barbary States. Commanding *Philadelphia* during the Tripoli war, Bainbridge captured the Moorish frigate *Mesaboha*. When his ship ran aground he was captured, but rescued after Decatur's daring destruction of *Philadelphia*. He was in command of *Constitution* when she met and captured the British frigate *Java* in December 1812. In 1815 Bainbridge established the school for naval officers at Boston. Bainbridge subsequently acted as chief of the Board of Naval Commissioners.

STEPHEN DECATUR (1779-1820) also joined the Navy in 1798 and rose to fame in the Tripolitan war. In 1804 he led his men into Tripoli harbor to destroy Bainbridge's frigate *Philadelphia* which had run aground and been captured. They managed to board the frigate and set her afire, and Decatur won his captaincy for the feat. Commanding three vessels in the War of 1812, with *United States* as his flagship, Decatur captured the British frigate *Macedonian*—before the British blockade rendered him powerless until the peace had actually been signed. Without knowledge of the settlement, however, Decatur put to sea in *President*, outrunning three ships of the enemy and capturing a fourth before he was forced to surrender. In the so-called Algerine War of 1815, Decatur used his squadron to force peace terms on the Dey of Algiers and obtain reparations from the Barbary powers. Then, as one of three Naval Commissioners from the period 1815 to 1820, Decatur wielded powerful influence over naval affairs. In addition to a career studded with incidents of reckless bravery, Decatur is remembered for the stubborn patriotism which led him to make a fervent toast at Norfolk, a toast which ended, "may she always be in the right; but our country, right or wrong."

REUBEN JAMES (1776-1838) was an enlisted boatswain's mate, born in Delaware. Entering the Navy as a boy, he served under Commodore Truxtun in *Constellation* and took part in engagements with *L'Insurgente* and *La Vengeance*. He was active in the operations against Tripoli in 1803-05 and was one of the boarding party under Decatur which set fire to *Philadelphia* after her capture. Reuben James is credited with saving the life of Captain Decatur when, in a hand-to-hand fight, Decatur was knocked down by a Tripolitan and the scimitar of another was about to fall on him. James deliberately took the blow intended for his commander, but recovered and followed his captain to other ships and other battles. James, along with Decatur, was captured on board *President* after her six-hour running fight with the British squadron on 15 Jan 1815. James is representative of all those Navymen whose courage and loyalty have become part of the Navy tradition.

ISAAC HULL (1773-1843), commander of *Enterprise* and *Argus* in the Tripolitan war, took command of *Constitution* in 1810—and proceeded to participate in the first measure of strength between a British and an American frigate. Early in the War of 1812, he slipped *Constitution* out of Chesapeake Bay and made his way through the British blockade to Boston harbor. On 19 Aug 1812, *Constitution* met *Guerriere* in one of America's great sea battles. Captain Hull's superior ship handling, tactics and gunnery forced the British vessel to surrender.

JACOB JONES (1768-1850) entered the Navy in 1799 as a midshipman. During the war against the Barbary corsairs he was captured along with *Philadelphia* and her crew, but later released. In October 1812, Jones commanded the 18-gun sloop *Wasp* in capturing the British *Frolic*, but lost both ships to the 74-gun *Poictiers*. Released once more, he skippered the captured frigate *Macedonian*. Later he commanded squadrons in the Pacific and in the Mediterranean, where he helped to vanquish the Algerian pirates. He also served as a commissioner of the Naval Board and as governor of the Naval Asylum at Philadelphia.



Perry's victory on Lake Erie — 1812

ISAAC CHAUNCEY (1772-1840) also entered the Navy in 1799 and served in the hostilities with France and the Tripolitan War. During the War of 1812 he was given command of Lakes Erie and Ontario, establishing his headquarters at Sackets Harbor. Here he assembled a formidable fleet. In 1813 he defeated a British squadron at York Bay and aided the Army in taking York (now Toronto) and Fort George. He later was placed in command of the Mediterranean squadron and served on the Naval Board of Commissioners.

WILLIAM H. ALLEN (1784-1813) entered the Navy in 1800. He was third lieutenant of *Chesapeake* when she was captured by *Leopard* in 1807, and was a lieutenant in the frigate *United States* when she captured *Macedonian* (October 1812). In 1813 Allen ran the British blockade in the brig *Argus*, delivered a new ambassador to France—and headed for enemy shipping in the Irish Sea. Under his inspired leadership, *Argus* accounted for 19 merchantmen before His Majesty's brig *Pelican* forced the ship to surrender. Allen died of wounds the day after his ship was captured.

JAMES LAWRENCE (1781-1813) entered the Navy in 1798 and saw his first important service in the Tripolitan War. He commanded *Enterprise* under Decatur and participated in David Porter's gallant attack on Tripoli and in the burning of *Philadelphia*. Commanding *Hornet* at the outbreak of the War of 1812, Lawrence met and defeated the British brig of war *Peacock* off the coast of South America. He was promoted to captain and given command of *Chesapeake* in 1813, with orders to proceed northward from Boston and intercept Canada-bound supply ships. On his way out he met and

engaged the British frigate *Shannon*, which had been blockading Boston. His words, "Don't give up the ship!" shouted as he was carried from the deck, mortally wounded, became a popular naval battle cry.

OLIVER HAZARD PERRY (1785-1819) was appointed a midshipman in 1799, when he was only 14. He served in the war with the Barbary States, was promoted to lieutenant (1807) and from 1807 to 1809 was engaged in building gunboats. In the War of 1812 he was commissioned to build, equip and man a fleet at Erie, Pa. On 10 Sep 1813 Perry's fleet engaged a British force in the battle of Lake Erie. When *uss Lawrence*, Perry's flagship, was reduced to ruins, he transferred to *Niagara* and shortly forced the British to surrender. His report of the battle—"We have met the enemy and they are ours"—has become famous. That victory made Perry a national hero and gave the United States control of Lake Erie.

JOHN P. DOWNES (1784-1854) first made a name for himself as Commodore Porter's "strong right arm" during the War of 1812. When 10-year-old Midshipman David G. Farragut reported aboard *Essex* at Norfolk in 1811, he reported to Lieutenant Downes who was executive officer and first lieutenant. Later, when Porter and *Essex* had captured a dozen British whalers around the Galapagos Islands, the best whaler was armed and "sworn in" as *uss Essex Junior*, LT John Downes commanding. In 1819 Downes sailed *Macedonian* to California, becoming the second U. S. Navy skipper to touch our Pacific coast. Then, as commander of *Potomac*, he called at Sumatra in 1832 to bring to justice the murderers of a Salem clipper's crew—and proceeded to make *Potomac* the second American warship to girdle the globe.

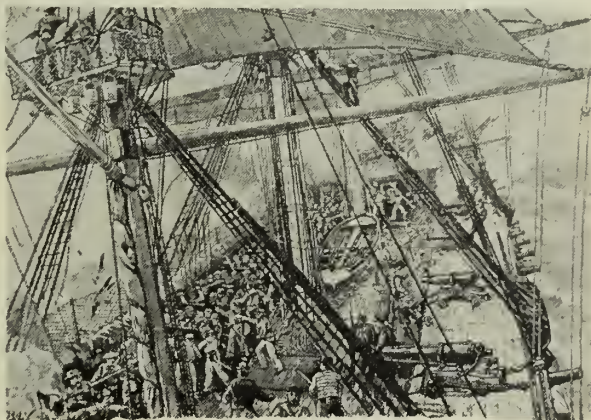
THOMAS MACDONOUGH (1783-1825) had seen three years' service when he headed for Tripoli in 1803 on board the ill-fated *Philadelphia*. At Gibraltar, however, he was put in charge of a captured frigate, thereby missing the imprisonment which befell his shipmates. Then, serving under Stephen Decatur, he took part in the destruction of *Philadelphia* and the attacks on Tripolitan gunboats. Macdonough resigned his commission in 1808, but returned to duty early in the War of 1812. Charged with building a small fleet on Lake Champlain into a force strong enough to hold the British in check, Macdonough soon earned himself the title "Hero of Lake Champlain." With 14 vessels mounting 86 guns he defeated a force of 16 vessels mounting 95 guns, the battle taking place near Plattsburg and constituting one of the significant naval battles in early U. S. history.

JOHN PERCIVAL (1779-1862) was appointed a master's mate in 1799, a midshipman in 1800, and discharged under the peace establishment act of 1801. He then

entered the merchant service, only to be impressed by the British and sent aboard *HMS Victory*, which was soon captured by a Spanish vessel. Percival was put in command of the prize and ordered to Madeira. There he and other impressed American seamen managed to escape to *uss George Washington* and return home. Percival distinguished himself on 4 Jul 1813 in a borrowed fishing smack. Manning her with 36 volunteers, well-armed and well-concealed, he loaded the deck with produce and headed for *Eagle*, the tender for *Poitiers*, a 74-gun Britisher. At a given signal the 33 concealed crewmen rose from hiding and commenced firing. *Eagle's* men were so taken by surprise that they took refuge below decks, not even waiting to haul down their colors. Percival then proceeded to New York with his prize. He again distinguished himself in April 1814, during the action in which *uss Peacock* captured the British "bragging ship" *Epervier*.

JAMES BIDDLE (1783-1848), another of the Navy's midshipmen in 1800, found himself first lieutenant of *Wasp* at the beginning of the War of 1812. He led the boarding party which captured the British *Frolic*, only to lose her and themselves when a British ship-of-the-line appeared. Released in an exchange of prisoners, he assumed command of the sloop *Hornet* and once again tangled with the British. Biddle had just managed to capture *Penguin*, a superior British vessel, when another ship-of-the-line appeared. This time Biddle managed to get away, only to find when he reached a port that peace had been declared. Later, Biddle took formal possession of the Oregon country for the U. S., helping to establish a claim which later became very important.

He also spent much time in protecting U. S. shipping in South American waters, where the rights of neutrals were being violated. In 1846 he negotiated the first treaty between the U. S. and China.



Constitution vs. Levant and Cyane — 1814

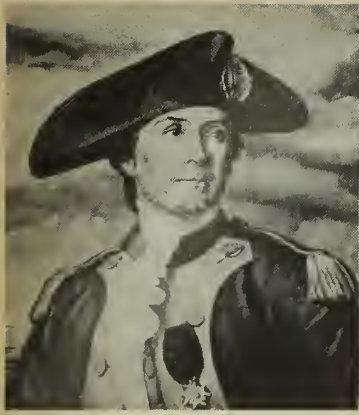
SAMUEL C. REID (1783-1861) was a Connecticut Yankee who first went to sea at age 11. He later served as an acting midshipman in *uss Baltimore* of Commodore Truxtun's West India Squadron. Reid is credited with one of the most remarkable

naval battles on record, fought during the War of 1812 while he was in command of *General Armstrong*, a privateer brig of seven guns and 90 men. At Fayal, on 26 and 27 Sep 1814, Reid was attacked by the boats of *Plantagenet*, 74 guns; *Rota*, 44 guns and *Carnation*, 18 guns. Reid succeeded in thoroughly disabling and defeating the enemy, but was forced to scuttle his own vessel to prevent her capture. American casualties in the engagement were two killed, seven wounded; British losses amounted to 120 dead and 130 wounded.

CHARLES STEWART (1778-1869) was an East Indian skipper who received a Navy lieutenant's commission

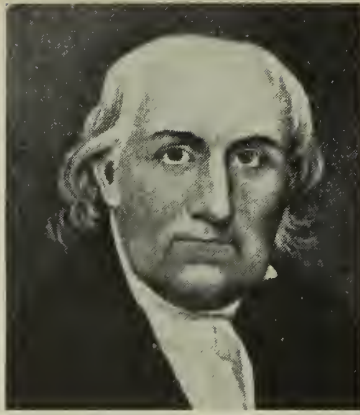
(Continued on page 37)

MEN WHO MADE NAVY HISTORY



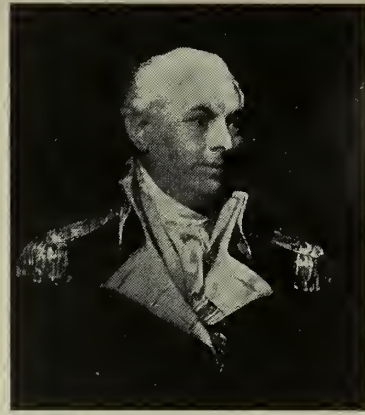
John Paul Jones

In his personal conduct, his bold courage, his skillful tactics and strategy, he set up standards that exist to this day.



Samuel Tucker

A hard-bitten New England skipper, he was a fine example of the heroic Navy captains of the Revolutionary War.



John Barry

One of the first men to be commissioned he was also instrumental in encouraging construction of naval vessels.



John Rodgers

A merchant skipper, he held vigorous views that were felt in his role as Commissioner and early Secretary of War.



Benjamin Stoddert

As first Secretary of the Navy, he shaped future policy, was instrumental in greatly increasing size of Fleet.



David Porter

First to sail a U.S. man-of-war around Cape Horn, he raided British ships in Pacific, discovered Marquesas Islands.



Edward Preble

Best known for his actions against pirates in Med, he set an example on rising generations.



Isaac Hull

A distinguished commander of the post-Revolutionary period, he did much to establish professional standards.



Jacob Jones

A squadron commander in the Pacific and the Med, he was a strong Commissioner and Naval Asylum governor.



Isaac Chauncey

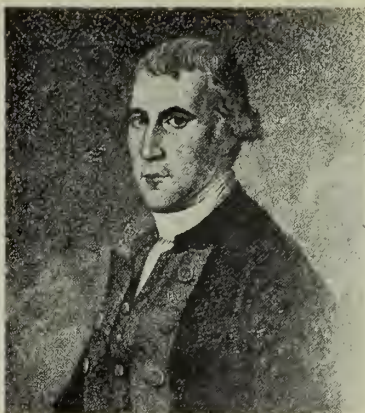
His actions on Great Lakes in War of 1812 helped the Army take Toronto and Fort George; later was Commissioner.



William H. Allen

He provided outstanding enterprise, seamanship, actions against enemies.

WHO DE AL ORY



Nicholas Biddle

In his final contest of twa-ta-ane adds, he demonstrated the value of taking a calculated loss to protect the main fleet.



Joshua Barney

Another "Old Navy" captain, veteran of the Revolution and War of 1812, he was tough, shrewd, an expert seaman.



Thomas Truxtun

As skipper of *Constellation*, he showed skill fighting, but his greatest contribution was as a navigator and seaman.



campaign against
had great influ-
of Navy men.



William Bainbridge

Active in War of 1812 and campaign against Tripoli pirates, he had great influence among junior officers of time.



Stephen Decatur

Best known for destruction of *Philadelphia*, he was a brilliant seaman, and early Commissioner of Naval Affairs.



Reuben James

He is frequently referred to as an outstanding example of heroism and sacrifice for the good of shipmates.



example of
and daring in
in War of 1812.



James Lawrence

Another brilliant commander who did so much to establish a tradition for the young Navy in War of 1812.



Oliver Hazard Perry

A brilliant fighter, as he proved in Battle of Lake Erie, he was also one of the Navy's earliest ship builders.



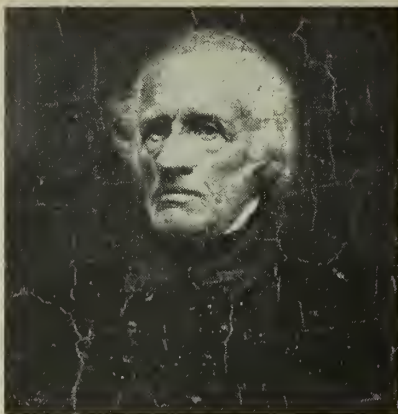
John P. Downes

He exemplifies the loyal junior officer and right hand man whose reliability accounts for success in difficult missions.



Thomas Macdonough

Another ex-Philadelphian, outnumbered and outgunned, he won a historically significant victory on Lake Champlain.



John Percival

He demonstrated that it isn't necessary to hold high rank to achieve honor and distinction in action and organization.



James Biddle

Not only a fighting sea captain, he also found that the needs of the service required him to be an explorer and diplomat.



Matthew Fontaine Maury

His work did much to shape the trend toward the scientific approach to seamanship which was displacing earlier "Old Navy."



Franklin Buchanan

Another representative of the "New Navy," he made contributions during his long naval career in scholarship and diplomacy.



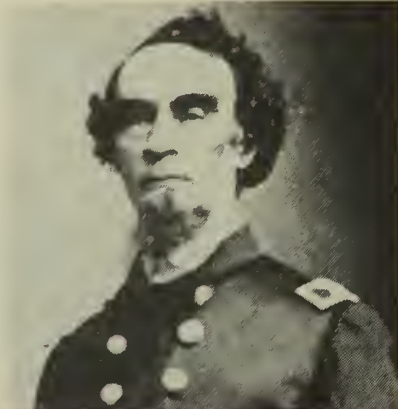
Robert Field Stockton

His influence was felt in his negotiations in Liberia and California, his promotion of a steam Navy legislation to end flogging.



John Adolphus Dahlgren

The "New Navy" began to shape up rapidly as a result of his contributions in the field of ordnance and design.



Henry Walke

A brilliant Civil War officer, he fought in important battles on the Mississippi, and skippered one of the first iron-clads.



John Rodgers

Representative of the second generation naval leaders, he devoted much of his career to fields of exploration and administration.



Samuel Reid

He is cited as an example of sheer heralism against incredible odds, which, if shrewdly applied, can be made to operate favorably.



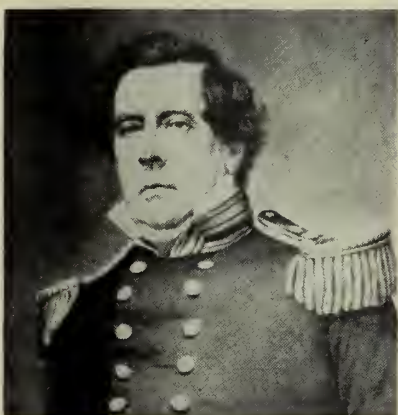
Charles Stewart

Serving the Navy from its early days through the Civil War, he devoted three-quarters of a century to the sea service.



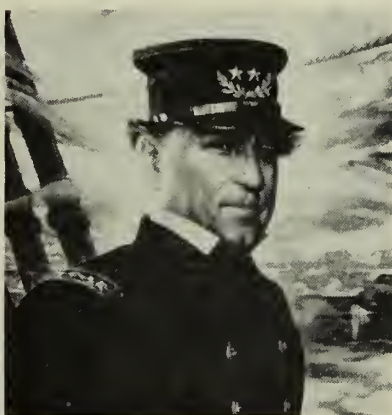
Charles Wilkes

A frequently controversial figure, he was nevertheless one of the first outstanding representatives of the new, scientific Navy.



Matthew Perry

Best known for his treaty with Japan, he also pioneered in application of steam power and encouraged naval education.



David Farragut

One of the most famous of U S admirals, he rounded out an amazing career from War of 1812 through Civil War.



George Bancroft

In his position as Secretary of the Navy he was primarily responsible for the establishment and principles of the Naval Academy.



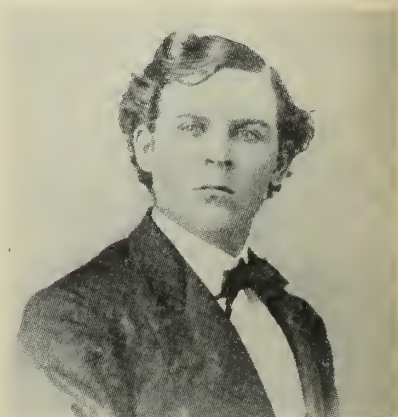
John A. Winslow

As captain of Kearsarge, he did much to keep South blockaded, finally found and sank Alabama off Cherbourg, France.



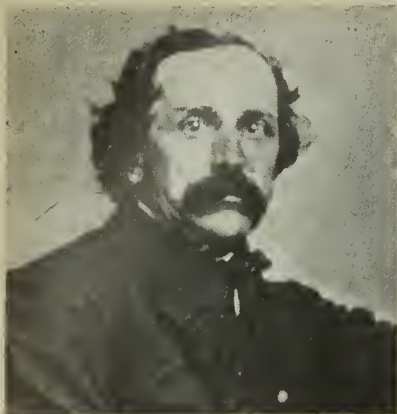
William B. Cushing

A man of action, he performed deeds during Civil War causing him to be personified as the gallant, successful junior officer.



John Gunnel Talbot

His voyage in a small, homemode boat after loss of Saginaw in the Pacific, ranks with greatest adventure stories of the sea.



Foxhall Alexander Parker

Another officer successful not only in combat but also as an engineer and tactician, he helped change Navy from sail to steam.



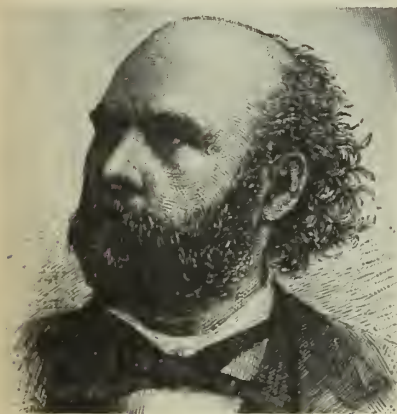
George A. Converse

Influential in introducing electricity aboard ship, he was among those who caused an acceleration of engineering after Civil War.



Benjamin F. Isherwood

Another engineer, he pioneered in the production of fast cruisers. A bureau (Steam Engineering) was created to help him work.



George Wallace Melville

As an outstanding engineer, he introduced many innovations and also participated in the crucial Arctic explorations of the period.



Alfred Thayer Mahan

Through his lectures and writing on naval history, he established a new concept of sea power as a decisive factor in warfare.



Stephen Bleecker Luce

Known both as the foremost seaman of the time and as father of the Naval War College, he worked toward an improved Navy.



Robert Edwin Peary

Discovery of North Pole was the climax of years of exploration and important ethnological and meteorological observations.



George Dewey

His capture of Manila was spectacular but even more significant was the planning and foresight which made this victory possible.



William S. Sims

He was primarily responsible for adoption of the convoy system during WW I, and his influence on gunnery was important.

(cont.) in 1798, and proceeded to spend 71 of his 91 years in service. Stewart proved an able commander of everything from the expedition which destroyed *Philadelphia* at Tripoli to the Home Squadron (1842-43) and the Philadelphia Navy Yard. His brilliant command of *Constitution* in 1813-15 (War of 1812), during which he captured the 14-gun *Pictou*, 20-gun *Cyane*, 18-gun *Levant* and other vessels, brought him many honors, including a gold medal, the thanks of Congress and the freedom of the City of New York. Stewart became senior officer of the Navy in 1850, a position which he held until his death.

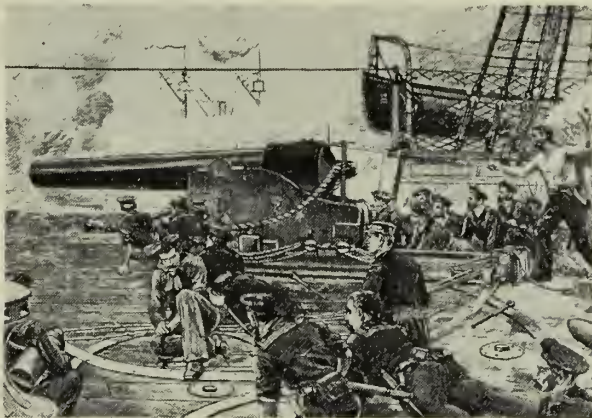
CHARLES WILKES (1798-1877) was serving in the rank of lieutenant when, in 1838, he sailed from Hampton Roads on a round-the-world exploring expedition. His flagship, the sloop-of-war *Vincennes*, thus became the first U. S. naval vessel to circle the globe, and Wilkes the first U. S. Navy skipper to do so. He began his naval career on 1 Jan 1818 as a midshipman. He was commissioned a lieutenant in 1826, following tours of duty in Mediterranean and Pacific waters. Because of his scientific turn of mind, Wilkes served from 1830 to 1838 as chief of the Bureau of Charts and Instruments, forerunner of the Hydrographic Office and Naval Observatory. On the above-mentioned tour of exploration (1838-1842) Wilkes supervised the making of surveys of 280 islands, of 1500 miles of mostly unexplored Antarctic coast and of 800 miles of U. S. Pacific Northwest coastline. He is credited with having proved Antarctica was a continent, and Wilkes Land commemorates his explorations there.

MATTHEW FONTAINE MAURY (1806-1873), by his work as a hydrographer and oceanographer, helped to shape every other navy in addition to our own. Appointed a midshipman in 1825, he saw varied sea duty until permanently lamed in 1839. In 1842 he succeeded Charles Wilkes as head of the Bureau of Charts and Instruments. His wind and current charts of the Atlantic soon began to appear. By enlisting the cooperation of mariners everywhere he broadened the scope of his valuable charts, cutting the sailing time on many routes and earning the title "Pathfinder of the Seas."

FRANKLIN BUCHANAN (1800-1874) organized the United States Naval Academy and served as its first superintendent (1845-47), some 30 years after he was appointed a midshipman. In 1853, as skipper of Commodore Perry's flagship *Susquehanna*, Buchanan participated in the opening of Japan to world trade, being also credited as the first officer of that expedition to step on Japanese soil. With the outbreak of the Civil War, he resigned his commission to enter Confederate service.

ROBERT F. STOCKTON (1795-1866) left the College of New

Jersey (now Princeton University) to enter the U. S. Navy at 16 and served in the War of 1812 and the campaigns against the Barbary pirates. He negotiated in 1821, on behalf of the American Colonization Society, a territorial concession on the west coast of Africa—the beginning of the present-day republic of Liberia. Before he left the Navy in 1850 as a commodore, Stockton had also spent some six months in 1845 during the fighting in California and helped to establish a provisional government. An early advocate of a steam Navy, he also designed and superintended building of steam frigate *Princeton*.



Civil War sailors in battle — 1864

MATTHEW C. PERRY (1794-1858), appointed a midshipman in 1809, first saw service under his brother Oliver Hazard Perry in *Revenge*. Although Perry is best known for his Japanese expedition and much of his career was on the "quiet" side, he also pioneered in the application of steam power to warships and encouraged all types of naval education. He was ordered to the East India squadron in March 1842 and charged

with the delicate task of penetrating isolationist Japan. Much careful preparation went into the expedition before Perry anchored his four-ship squadron (including the powerful steam frigates *Mississippi* and *Susquehanna*) in lower Tokyo Bay on 8 Jul 1853. On 14 July he presented his papers, including a letter from President Millard Fillmore requesting protection for shipwrecked seamen (heretofore treated badly), the right to buy coal, and the opening of one or more ports to trade. Perry then retired to the China coast, returning with an increased fleet in February 1854. Commodore Perry's show of pomp (at which he was expert) and power obviously impressed the Japanese rulers—and a treaty was concluded on 31 Mar 1854.

DAVID G. FARRAGUT (1801-1870) has been called "the most famous admiral America has produced." Joining midshipman ranks in 1810 (at the age of 10) he first served under David Porter in the frigate *Essex*. He commanded his first vessel in Porter's "Mosquito Fleet," operating against Gulf and Caribbean pirates (1823-24). During the Mexican War he held minor blockade commands. Then he established the Mare Island Naval Yard in 1854 and was commandant there until 1858. Farragut's record as an ingenious commander during the Civil War brought him fame. By way of thanks for his service in the South, Congress created the ranks of vice admiral (1864) and admiral (1866).

GEORGE BANCROFT (1800-1891), primarily a scholar and historian, was appointed Secretary of the Navy by President Polk in 1845. His tenure as SecNav was marked by establishment of the Naval Academy, an institution devised and organized on his sole initiative (by an ingenious straining of executive authority).

JOHN A. DAHLGREN (1809-1870) is best known for his

work in ordnance, having built the first Navy Ordnance laboratory, perfected the famous Dahlgren heavy guns (9"s & 11"s), introduced howitzers for use afloat and ashore and served twice as the Chief of the Bureau of Ordnance. He also wrote several books dealing with ordnance.

HENRY WALKER (1808-1896) is another Civil War stalwart who received his early training in the Mexican War, after a midshipman's appointment in 1827. In wisely removing the Pensacola, Fla., garrison to New York early in 1861, Walké was guilty of a technical violation of orders; however, the court-martial sentence of admonishment was lightly carried out, and his subsequent service on the Mississippi River was outstanding. His gunboats supported U. S. Grant in that general's first Civil War Battle at Belmont, Mo., in November 1861. As commander of *Carondelet* Walké also played an important part in the victories at Forts Henry and Donelson, Island No. 10, Fort Pillow and Memphis. Promoted to captain in July 1862, he commanded the ironclad ram *Lafayette* in the Vicksburg campaign, and later commanded *Sacramento* in a search for the Confederate cruiser *Alabama* in the Atlantic. He became a commodore in 1866 and was retired a RADM in 1871.

JOHN RODGERS (1812-1882) is a son of the John Rodgers listed above, but his naval service is somewhat more varied. He conducted exploring expeditions in the north Pacific and off the coast of China from 1852 until 1855, making valuable surveys and charts. In 1855, he commanded *Vincennes* on an expedition to the Arctic. During the Civil War he served on the Atlantic coast, commanding *Galena* in the bombardment of Fort Darling (1862) and the monitor *Weehawken* in the capture of the ironclad *Atlantic*. Following service in South American waters, Rodgers took command of the Asiatic Fleet and was in command during the trouble with Korean forts. Later he assumed charge of the Mare Island Naval Shipyard and was superintendent of the U. S. Naval Observatory from 1877 until 1882.

JOHN A. WINSLOW (1811-1873) was appointed a midshipman in 1827, served throughout the Mexican War, and had reached the rank of commander by 1856. In the Civil War he served first with the flotilla operating on the upper Mississippi River. As a captain Winslow skippered *Kearsarge* (1863-64) in pursuit of Confederate cruisers in European waters. He spotted the celebrated *Alabama*, Raphael Semmes commanding, at Cherbourg, France, on 14 Jun 1864. Just five days later *Kearsarge* sank *Alabama* in a unique naval engagement. Winslow commanded the Gulf Squadron immediately after the war, received his promotion to rear admiral and was appointed commander of the Pacific Squadron.

WILLIAM B. CUSHING (1842-1874) entered the Naval Academy in September 1857, resigned in March 1861, and immediately joined the Navy as an acting master's mate. His subsequent service during the Civil War was a succession of daredevil exploits, cleverly planned, admirably executed and invariably successful. Following the war he served at home and abroad, but requested detachment from the service in the spring of 1874. He died in a government hospital months later.

JOHN G. TALBOT (1844-1870) was serving in *uss Saginaw* when she was wrecked on Ocean Island during a surveying expedition in 1870. He, with four other men, volunteered to go for help to Honolulu, the nearest port, 1200 miles away. They started on 18 Nov 1870 in an open boat of their own construction, finally reaching Kauai, T. H., on 19 December, after great privation and suffering. Exhausted and unable to battle the surf to safety, Lieutenant Talbot and three of the men drowned. A tablet in the Naval Academy chapel commemorates his heroism.

FOXHALL A. PARKER (1821-1879) was appointed to a midshipman's billet in March 1839 and held a variety of posts before the Civil War. He served in the West India squadron in Florida against the Indians, on the Great Lakes, a coastal survey expedition and in the Mediterranean squadron. His Civil War service ranged from the Washington Navy Yard and leading a troop of soldiers and Marines to the relief of besieged Matthews Court House (Va.) to commanding a naval battery in the bombardment of Fort Sumter (S. C.). Commissioned a captain immediately after the war, Parker in 1872 drew up a code of signals for steam tactics, writing textbooks on fleet and squadron tactics under steam, and on use of the naval howitzer afloat and ashore. He was also one of the founders of the U. S. Naval Institute, organized on 9 Oct 1873.



Battle of Manila — 1898

GEORGE A. CONVERSE (1844-1909) was one of the first officers connected with the introduction of electricity aboard men-of-war. He was probably the pioneer in the experimentation and introduction of smokeless powder in the Navy; was instrumental in obtaining the first torpedo boat, called *Lightning*, (built for the Navy in 1876); was Chief of Bureaus of Equipment, Ordnance and Navigation in turn. Was well known as a naval expert on ordnance, especially in regard to torpedoes.

BENJAMIN F. ISHERWOOD (1822-1915) was appointed a first assistant engineer in 1844; served during the Mexican War in *uss Princeton*, and was chief engineer of the steam frigate *San Jacinto*. At the outbreak of the Civil War he was appointed engineer in chief of the Navy, and so important were his services considered that the Bureau of Steam Engineering was created for

him. In the production of fast cruisers he was a pioneer, producing this class against most violent opposition. After completion of a tour of duty as chief engineer of the Mare Island Navy Yard he was sent abroad on a commission to examine the dockyards and vessels of western Europe. Upon his return he became president of the experimental board under the Bureau of Steam Engineering.

GEORGE W. MELVILLE (1841-1912) served during the Civil War as an engineer, after entering the Navy in 1861. As chief engineer of *Jeannette* on the 1879 expedition of George W. DeLong to the Arctic, Melville not only distinguished himself, but commanded the only small boat to reach safety after disaster overtook *Jeannette*. He later led the expedition which recovered the records of the earlier expedition. Melville was also chief engineer in Winfield S. Schley's expedition (1884) which rescued A. W. Greely from the Arctic. Appointed the Navy's Chief of Engineers in 1887, he played an important part in modernization of the Navy, being credited with introduction of the triple screw, vertical engines and other innovations. From 1899 until his retirement in 1903 he held the rank of rear admiral.

ALFRED T. MAHAN (1840-1914) was more of a bookman than a quarterdeck admiral. Following his graduation from the Naval Academy in 1859, Mahan saw sea duty on the Brazil station until the Civil War began. In addition to his war duties he continued his studies of the role of the Navy in warfare, and had a tour of duty teaching seamanship to midshipmen at their temporary location in Newport. After the war Mahan served in various assignments with the Fleet until he was invited to teach at the Naval War College in 1885. Out of his lectures on naval history and tactics grew his books on sea power and its influence. Mahan, who was twice president of the War College (1886-89, 1892-93), considered sea power the decisive factor in warfare. He saw naval questions not in the narrow view of technical study of naval campaigns but rather in broader sweep of the interlocking activity of international politics and naval policy, with some emphasis on ocean commerce and its economic implications. His books were widely hailed and exerted considerable influence on the thought of military and naval leaders both in this country and abroad.

STEPHEN B. LUCE (1827-1917), appointed midshipman in 1841, became known both as the foremost seaman of his time and as father of the Naval War College. During the Civil War he headed the Naval Academy's department of seamanship and served on blockade duty off the South Carolina coast. Then he became commandant of midshipmen at Annapolis. Largely owing to his efforts the Naval War College, for advanced

courses of professional study, was established at Newport in 1884, and he became its first superintendent. Throughout his life Admiral Luce worked toward an improved naval organization.

ROBERT E. PEARY (1856-1920), entered the U. S. Navy in 1881 as a civil engineer and for several years was engaged in making surveys for the Nicaragua Canal. Becoming interested in Arctic exploration, he made trips to the interior of Greenland in 1886 and in 1891-92, exploring Peary Land and recording important ethnological and meteorological observations. New expeditions continued the work in 1893-95, 1896 and 1897. He then led two unsuccessful attempts to reach the North Pole (1898-1902, 1905-06). With courage and will undaunted by disappointment and by harsh arctic experiences he set out again in 1908 and reached the Pole on 6 Apr 1909. Peary remained in the Navy until 1911, when he was retired as a rear admiral.



Peary exploring Arctic

GEORGE DEWEY (1837-1917) saw active service in the Civil War and rose in the Navy in service and rank, becoming Chief of the Bureau of Equipment in 1889, president of the Board of Inspection and Survey in 1895 and commodore in 1896. Dewey was appointed to command the Asiatic Squadron in 1897. He promptly took the Fleet from Nagasaki to Hong Kong, where it was put in order for war. When the Spanish-American War actually broke out, he was ready. Dewey sailed to

Manila, entered the harbor after midnight on 1 May 1898, and engaged the Spanish fleet at dawn. By noon he had Manila at his mercy, but he waited for reinforcements. When Wesley Merritt arrived with Army forces, the two commanders cooperated in capturing Manila. Dewey was promoted to Admiral of the Navy in 1899. He was feted on his return to the United States with almost hysterical enthusiasm and was briefly boomed for President.

WILLIAM S. SIMS (1858-1936) was born in Canada, but graduated from the Naval Academy in 1880. He saw service in the 19th and 20th centuries. Promoted through the various grades Sims saw service on the North Atlantic, Pacific and China Stations, as naval attache to the embassies at Paris and St. Petersburg and as naval aide to the President (1907-09). His greatest measure of fame came during World War I, while he was serving as liaison officer between the Navy Department and the British Admiralty. He was a strong advocate of the convoy system for shipping. Eventually adopted, this system immediately effected a sharp drop in losses to enemy submarines, and marked a great turning point in the war. To Sims is also due a great share of the credit for the excellent state of U. S. naval gunnery during the war.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



USS IMPERVIOUS (MSO 449), one of five new non-magnetic sweepers of Mine Division 92, leaves harbor at Long Beach setting her course for Japan.

From Fleet to Prep

More than 300 enlisted men from throughout the Fleet are now at the Naval Training Center, Bainbridge, Md., for the winter session of the Naval Preparatory School.

The arrivals came to the Center from three sources: Fleet competitive examinations; men in the armed forces with Congressional appointments; and men in the services who are sons of Regular officers and who have applied for presidential appointments.

Academic classes include geometry, physics, algebra, U. S. history, and English. In addition to the academic program, the Naval Preparatory School offers an intensive sports program including both intramural and inter-collegiate competition.

Students who complete the program will take the Naval Academy entrance examination in March. Success there will start them through

the four-year course at the U. S. Naval Academy and an eventual commission in the Regular Navy.

Liberty South of the Border

Four days in tropical splendor—this was the fate in store for crew members of the escort vessel *uss George* (DE 697) as they recently left San Diego for Mazatlan, Mexico, on a good-will visit.

Upon arrival, half of the ship's crew were immediately granted liberty and streamed into taxis waiting to take them to the sea-side resort where reservations had been made.

Sight-seeing trips were made daily, as well as taxi tours, shopping, and fishing. The shutter-bugs took advantage of the visit by taking pictures of many sights.

Open house was held aboard the ship and about 500 of Mazatlan's citizens came aboard for a look at one of Uncle Sam's men-of-war.

News of Navy Ships

Navy ships frequently make headlines, but with *uss Forrestal* (CVA 59) smartly commissioned in Norfolk and *Saratoga* (CVA 60) christened in Brooklyn, a period of relative calm seems to have settled over the Fleet.

uss Bon Homme Richard (CVA 31) has been recommissioned after 30 months under blow torches and yard workers' hammers at San Francisco Naval Shipyard. Powerful steam catapults, angled deck and "hurricane bow" give "Bonnie Dick" the latest carrier silhouette.

Another new look will be found in *uss Calcaterra* (DER 390) and *uss Rhodes* (DER 384), both of which have rejoined the Fleet after a stretch in the Norfolk naval shipyard at Portsmouth, Va. Most noticeable of the changes is a greatly increased superstructure area, designed to accommodate expanded living quarters and to improve habitability. Almost the entire superstructure was rebuilt, with the first level above the main deck being widened 10 feet on each side to join the raised hull. Crews' quarters and messing spaces (with the latest in habitability, naturally) were moved into the expanded portion of the superstructure. Light-weight aluminum plating was used extensively in the superstructure alterations. *Calcaterra* and *Rhodes*, like other recently-converted DERs, will perform patrol tasks similar to ocean station radar ships (YAGRs).

uss Sperry (AS 12) has returned to San Diego following a two-month overhaul period at Pearl Harbor. The 529-foot submarine tender was the first naval vessel launched after Japan's attack on Pearl Harbor. She operated as a mobile repair and supply base for PacFlt submarines in Australia, New Caledonia, the Marshall, Mariana and Hawaiian Islands.

A new *uss Sailfish* (SSR 572), named after one of World War II's most famous undersea fighters, has been launched at Portsmouth Naval Shipyard. She is the first submarine built specifically for radar picket duties, although older fleet types have

YESTERDAY'S NAVY



On 10 Dec 1898 the Treaty of Paris was signed ending the Spanish-American War and as a result Spain ceded the Philippines and Puerto Rico to U. S. On 28 Dec 1862 the U. S. vessels *Benton*, *Baron De Kalb*, *Louisville*, *Queen of the West*, *Cincinnati*, *Lexington*, *Tyler*, *Marmora* and *Forest Rose* pretended to attack Drumgould's Bluff on the Yazoo River—this sham attack temporarily diverted the Confederates' attention from General Sherman's movements. On 15 Dec 1944, U. S. amphibious forces landed on Mindoro Island in the Philippines—150 miles from the city of Manila.

been converted for such duties. The new 1940-ton, 350-foot craft will be equipped with the most modern radar and electronic gear available and will feature many design improvements. Her keel was laid in December 1953; her commissioning is expected some time in 1956. The original *Sailfish*, incidentally, was known as "the fightin'est sub," having to her credit 20 enemy vessels damaged or sunk during 12 war patrols. The score included two aircraft carriers and four destroyers.

In the line of new construction, the Secretary of the Navy has announced assignment of contracts for the following vessels; four atomic submarines, two attack submarines, one guided missile submarine and four frigates. At the same time 26 vessels have been selected for conversion. These include six attack carriers, one heavy cruiser, one guided missile light cruiser, one guided missile destroyer, one seaplane tender, twelve radar picket escort vessels and conversion of four Liberty ship hulls to radar pickets.

World Record for Skyhawk

The Navy's newest and lightest jet attack airplane, the A4D *Skyhawk*, has set a new speed record for the 500 kilometer closed circuit course.

The new carrier-based attack plane posted an average of 695.163 mph over the closed circular course at Edwards AFB, Calif.

The *Skyhawk* is the first aircraft of the attack type to set a world's speed record over the 500-kilometer course. All previous records have been established with the use of fighter aircraft. The A4D is a single-place, low-wing, carrier-based attack aircraft of aluminum-alloy construction, designed to operate from all



RECORD BREAKER, LT G. Gray, usn, smiles happily after his A4D *Skyhawk* set record with speed of over 695 mph.

sizes of carriers and from short landing fields. It is so compact and simplified that it was designed without the customary folding wings for operation from carriers. The plane is powered by a J-65 turbojet engine.

In making the record run, the Navy jet eclipsed the old record by more than 45 mph. The previous best mark for the measured course was 649.46 mph, established by an F-86H *Sabre Jet* in September 1954, at Dayton, Ohio.

The *Skyhawk's* mark represents the third official world speed record established by Navy carrier-based airplanes. The Navy's bat-winged *Skyray*, supersonic fighter-interceptor, still holds the three-kilometer standard of 752.9 mph set in 1953, and the 100-kilometer closed course record of 728.11 mph also established in 1953.

How to Talk an Admiral Down

Another landing? Another take-off? Both are old news under ordinary circumstances, but NAS Patuxent has come up with a pair worth shouting about: (1) the first air-

craft launching from the air test center's experimental XC-7 steam catapult, and (2) a landing which put the station in third place nationally with a total of 60,000 GCA landings and in first place with 6027 instrument (IFR) landings. (GCA stands for "ground controlled approach," a radar-controlled landing operation designed for stormy weather. IFR stands for "instrument flight rules" landings.)

Both record setters were accomplished within a single hour, and RADM Clifford N. Duerfeldt, usn, commander of the Naval Air Test Center, took part in both. He piloted the Navy SNB for the landing, and acted as co-pilot of the catapult-launched YS2F-1 anti-submarine "sub killer." For the landing, Patuxent's GCA truck tracked the star-bearing SNB on a radar scope and "talked the admiral down" on the last leg of his approach.

The experimental catapult used in the launching was developed from a British original and operates on a relatively simple principle. Essentially it consists of two parallel slotted cylinders, each containing a piston.

A solid crosspiece connects the pistons, while the launching hook which holds the aircraft towing bridle is attached at midpoint of the crosspiece and extends up through a slot in the flight deck (or, in this case, the runway).

Installed more than a year ago, the "cat" has been undergoing tests to calibrate its end speed with various dead load weights (up to 45,000 pounds). With the historic launching of the YS2F-1, the catapult came of age, but testing will continue for evaluating modifications and additions to the steam-powered launching device.



RESEMBLING A STRANGE FISH, Navy's giant P6M *Seamaster* rests in morning haze on Chesapeake Bay.



NAVY'S NUMBER GIRL has the job of identifying your documents for BAQ file with service number.

Lucille Wants Your Number

She wants your number—service number, that is. Any time you send a marriage certificate, birth certificate, or other documents to Family Allowance Activity, Bureau of Naval Personnel, Cleveland, Ohio, it makes Miss Lucille Samuel unhappy if your full name and service number are not attached. She's the gal who is responsible for identifying the documents to be combined with your BAQ file. She can't do a bang-up job without your help.

Remember—name and service number!

Floating Weather Stations

One phase of a Navy long range program aimed at developing completely automatic, unmanned weather stations in inaccessible areas of the world was begun recently when three experimental weather buoys were set adrift in the hurricane lanes north of Puerto Rico.

The free-floating automatic meteorological stations were dropped overboard from *uss Roanoke* (CL-145) to see if they would provide advance hurricane warnings. The buoys received their christening as hurricane "Janet" swept through the area.

Almost immediately following the launching of the floating stations, weather reconnaissance fixes on "Janet" showed her centered within

60 miles of one of the buoys. Although the wind-speed indicator was damaged by the pounding waves, the radio transmitter in the buoy kept on sending other pertinent information as the hurricane approached.

The floating weather station sends out weather information in the form of coded radio pulses. Radio direction finding "fixes" place the location of the station in the ocean.

In their present stage of development, these floating weather stations are in the form of cylinders, 16 inches in diameter, 14 feet tall, and weigh 370 pounds. A glass fiber housing for the cylinder also serves as a shipping container. This housing is weighted at one end; when the buoy is launched at sea, the housing drops, leaving an anemometer and the upper structure of the buoy exposed. A fin on this upper structure keeps the buoy pointed into the wind.

The floating weather stations transmit on an assigned radio frequency of 4717.5 kilocycles, according to a pre-set two-hour schedule. At the time set for the start of a transmission, the station comes on the air for three minutes and transmits in sequence a series of weather observations, including reference and identification signals, in the form of coded radio pulses. By timing these pulses and evaluating them with a calibration chart, the actual weather data is obtained.

Refueling Fighters in Flight

All new Navy fighters now in production are being fitted with gear which enables them to be refueled in flight. An undisclosed number of carrier squadrons are already fully equipped with the gear.

The technique gives carrier-based aircraft greatly extended striking range, and the ability to carry a heavier armament load a longer distance. Through its use, jets can be launched with a maximum bomb and armament altitude. By adding fuel in flight to a fighter outbound near the limit of its range, and then rendezvousing with it inbound for another "filling," a fighter's range can be more than doubled.

Jet aircraft of the Navy which are now being equipped to receive fuel in flight include the F9F *Cougar*, the F7U *Cutlass*, F-11-F *Tiger*, F2H *Banshee*, and the FJ *Fury*.

Refueling is done by AJ bombers,

heaviest carrier-based aircraft to date, which are converted to tanker configuration by installing tanks and refueling equipment in the bomb bay instead of bombs.

Establishment of in-flight refueling by the Navy as a routine, operational procedure comes after years of perfection and development of refueling techniques.

The technique is fully automatic, which lends itself particularly well to carrier operations. To accomplish fuel transfer the tanker trails a hose at the end of which is an automatic coupling. Around the coupling is a funnel-shaped drogue approximately 30 inches in diameter. The plane to be refueled is equipped with a probe which is flown into the drogue after which contact is made automatically.

Fuel is transferred at a high rate permitting the entire refueling operation to be completed in minutes.

IT'S A DOG'S LIFE—Navy dog experts, ENS David E. Baker, USN, and ENS John Tuck, USN, finish a dry run while training sled dogs at Wonalancet, N.H., for operation Deepfreeze. With two Air Force SGTs they will be in charge of the task force's dog detail. Dogs will wear special shoes to keep ice from cutting feet and will be air-dropped to explorers in hazardous spots where ship or air rescue is impossible. A total of 30 sled dogs will make the trip.



Visit to Ecuador

The first United States Navy ships to visit Guayaquil, Ecuador, in five years were *uss Caperton* (DD 650), *Dortch* (DD 670) and *Gatling* (DD 671). They represented the United States in Guayaquil Annual Independence Day celebrations.

As the destroyers sailed slowly up the Guayas River to the city of Guayaquil, 30,000 cheering Ecuadorians welcomed the three vessels. *Caperton*, flagship of Commander Destroyer Squadron 30, delivered a 21-gun salute.

U. S. Navymen participated in the colorful military parade down the main streets of the South American city as thousands of people packed the sidewalks to watch the spectacle.

The mayor of Guayaquil, American residents in the city, and various groups invited all hands to beach parties and receptions. In return, orphan parties and general visiting were conducted aboard the ships for the people of Ecuador. Some 4000 people visited the Navy vessels.

NAS Norfolk Has Big O&R Job

NAS Norfolk, long a leader in the Atlantic Fleet's air operations, is on its way to becoming an "industrial" flying center under the Navy's current long-range development program, with the master jet base at Oceana gradually taking over the Fleet air operations formerly handled by the NAS and Chambers Field.

Most of the industrial flying will be testing activities of NAS Norfolk's Overhaul and Repair Section, one of the Navy's major repair facilities. The O&R facility has equipment and personnel to undertake repair jobs on any craft from small propeller driven training planes to the latest jet types.

Present plans also call for patrol and transport squadrons, reserve squadrons and most transient air traffic to continue using the naval air station and Chambers Field.

The Oceana jet base, currently about 60 per cent complete, is already home base for four air groups and is expected to expand its volume about 25 per cent when completed. Oceana, like other master jet bases, is designed to provide home bases ashore for carrier aircraft groups that are relieved from sea duty and sent ashore for refresher training, overhauls and new equipment.

We Can Bearly Wait for the Sequel to This One

While preparing breakfast one morning not long ago the cook on board one of the small craft attached to *uss Lindenwald* (LSD 6) glanced up from his work to stare directly into the big yellow eyes of a polar bear. The friendly creature was poking his head through the galley port-hole, as interested in the smells of frying bacon as the crew.

Reports do not state what the cook had to say or what he did about the situation, nor do they state whether or not the crew had bacon for breakfast that morning. Greater interest was expressed in the exploits of the bear by the crews of both *Lindenwald* and *uss Rushmore* (LSD 14).

For a while the air was filled with most un-Navylike communications. They went something like this:

Rushmore to Lindenwald: DESIRE DAILY POLAR BEAR REPORT AT YOUR EARLIEST CONVENIENCE X

Lindenwald to Rushmore: POLAR BEAR REPORT X HERDED BEAR TO WITHIN FIFTY FEET OF WELL SEVERAL TIMES X BEAR PROVED MORE AGILE THAN LCVP X

Rushmore to Lindenwald: REFER POLAR BEAR X PLEASE KEEP US ADVISED ALL BEAR EPISODES X ODDS QUOTED TEN TO ONE ON BEAR WITH FEW TAKERS X

This interest in polar wildlife had its origin in the visit of the bear to the site of beach unloading operations on the arctic resupply mission SUNEC 1-55 in which *Lindenwald* and *Rushmore* were participating.

Work on the site was progressing normally when the beast strolled into the area. Work stopped while the U. S. Navy staged a strategic withdrawal. The visitor nosed around tents and equipment briefly and then apparently satisfied that no food was available, took his exploring elsewhere.

It was on the following day that the cook incident occurred.

On the third day, a certain amount of cautious rapport was established. The bear was well fed and, having established squatter's rights, wandered at will through the area, causing relatively little confusion among the workers. Nevertheless, a definite air of formality prevailed.

However, the bear insisted on making further advances and let nothing—not even a mile of ice water—stand in his way. With *Lindenwald*



anchored a mile from the beach the following day, the original inhabitant swam out for a call.

The crew, now feeling on equal terms in the safety of their ships, organized a bear-herding party. Two landing boats loaded with Navymen were unsuccessful and it was at that time that it was apparent the situation required command decisions.

CDR P. A. Lilly, Jr., commanding officer of *Lindenwald*, took charge and spent two hours in pursuit of the visitor, attempting to lure him into the ship's well deck.

The party was called off on account of darkness. Besides, the bear had decided that an arctic iceberg was a more comfortable perch than a U. S. Navy vessel, despite all its recent habitability features.

The story is true and *Lindenwald* even has pictures to prove it.



THE BULLETIN BOARD

What Are Your Long Range Chances for the Top PO Ratings?

If you're a striker, what are your long term prospects for advancement to first class or chief? If you're in certain ratings, you may decide the future doesn't look so good. Too many chiefs!

But are you sure? We weren't, so we asked the Career Control Branch to tell us what they thought about the problem. This is what they had to say:

A person trying to decide what rate he wants to strike for may be discouraged at the prospects in the rates which are now crowded. This may be a mistake.

For example, the present number of chief aviation machinist's mates on board represents one-and-one-half times the current planned requirements. To the present or potential AD striker it looks hopeless, for every other AD he sees appears to be a chief or first class. How can you get ahead in a situation like this? It might be easier than it looks. It takes a minimum of about six years to make CPO under the very best conditions, and if you can make chief in 10 years you can consider yourself lucky and smart. If you are a striker today, it seems only reasonable to look forward to the time when you have completed six to 10 years of service instead of basing your plans on the onboard count of personnel today.

While it is not possible to predict with any accuracy what the future holds for the next 10 years, or to determine what size the Navy will be, or how many petty officers will be required in any rate, or what the promotion policies will be at that time—still we must all make some kind of plans.

At present, there are no indications that there will be any material change in personnel strength in the foreseeable future. Using that as a basis for a guess at the situation five and 10 years hence, it is possible to make an estimate of the advancement possibilities that may exist then. Provided there is no radical change in personnel strength, the picture is far



"Are you the chief that's having the working party?"

brighter for the present crowded rates than you might guess. In fact, for the lower grade petty officers and strikers the picture might be classed as very favorable.

Consider the AD striker. He sees ahead of him a 50 per cent excess of ADCs. Although some advancements will be made each year his best chance for advancement to CPO in his rating is through men in the higher pay grades going out on 20 years' service. Since it is reasonable to assume that a large percentage of those completing 20 years' service will go into the Fleet Reserve, this might be the solution. By the end of 1959 a sufficient number of ADCs will have completed 20 years so that type of retirement alone can reduce the number on board to approximately the number required. This does not include attrition from other causes. Going ahead five years from 1959 to the end of 1964 the records show that practically all the ADCs now on active duty will by that time be eligible for transfer to the Fleet Reserve and retainer pay.

What about first class? The situa-

tion isn't so bad as it looks. At present, the number of aviation machinist's mates in pay grade E-6 on board is over current requirements by a small margin. From the viewpoint of the lower rates it looks bad because only four out of every 100 ADs will complete 20 years' service by the end of 1959. However, more than 80 out of every 100 will complete 20 years by the end of 1964. Most will make chief and will shift to the Fleet Reserve as CPOs.

In short, almost all the present CPOs and most of the first class of the AD rating can retire within 10 years. That will leave a big gap in the Navy's AD rate structure. That isn't the end of the story. The numbers of second and third class now on board are well below requirements. There are only eight second class and seven third class on board for every 10 job requirements for each pay grade. With most of the chiefs and first class rates eligible for retirement by the end of 1964 and with a shortage in second and third class, some of the present AD strikers can make ADC in eight to 10 years. This may not compare favorably with the advancement time during World War II, but the situation is much brighter than it appeared at first glance.

The situation for gunner's mates is much the same. Not considering all other attrition factors, the retirement factor alone can reduce the number of CPOs on board to a number below requirements by 1957. By the end of 1959 enough E-7s will be eligible for retirement to reduce the GMCs on board to 400 below requirements. By the end of 1964 only one in 10 of the present chief gunner's mates will still have less than 20 years' service and more than half of the present GM1s will be able to transfer to the Fleet Reserve and retire. Again, by that time most of the present E-6s will have made chief.

The outlook for second class petty officers is also brighter than it may appear at present. The chart below shows that many chiefs and first class will be completing their 20 years

Pointers on Advancement

Check the following pages on how to take your next examination for advancement, and see how many were advanced in last exams.

during the next three years. Additional promotional opportunities will result from other attrition of personnel during the intervening years.

In February 1955 many rates were

crowded because of excessive numbers of petty officers in the higher pay grades.

Below are the statistics concerning the crowded rates:

Rate	No. now required	No. now on board	Complete 20 years Jan '55-Dec '59	Complete 20 years Jan '60-Dec '64	No. who will not complete 20 years by Dec '64
BMC	3063	3517	1802	1429	286
BM1	3469	4072	400	2850	2822
QMC	1652	1828	620	1035	173
QM1	2227	2069	66	870	1133
TMC	728	868	461	363	44
TM1	947	947	72	603	272
GMC	1632	1873	766	978	129
GM1	2276	2498	134	1549	815
OMC	62	101	50	49	2
OM1	80	80	2	16	62
DKC	359	348	78	208	62
DK1	518	518	3	130	385
CSC	1524	1491	667	642	182
CS1	2720	2997	134	2031	832
LIC	75	67	21	26	20
LI1	130	130	4	51	75
ENC	1941	1975	932	874	169
EN1	3291	3291	140	1454	1697
MEC	673	709	335	318	56
ME1	1104	1149	63	572	514
PMC	22	25	7	14	4
PM1	38	32	0	3	29
MLC	41	53	24	27	2
ML1	48	48	3	14	31
ADC	3478	5290	1511	3465	314
AD1	5325	5612	210	4322	1080
AOC	873	1197	334	791	72
AO1	1309	1309	29	928	352
AMC	1469	1498	594	832	72
AM1	2203	2130	48	1010	1072
PRC	180	160	48	105	7
PR1	331	336	7	226	103
HMC	3222	3294	881	2375	38
HM1	3523	3523	32	1506	1985
DTC	319	315	54	229	32
DT1	479	479	3	151	325
SDC	810	830	411	148	251
SD1	1299	2059	512	1056	491

Of course, the opportunity for advancement in the future is not restricted to the crowded rates.

For example, here are a few open rates that have been selected at random:

Rate	No. now required	No. now on board	Complete 20 years Jan '55-Dec '59	Complete 20 years Jan '60-Dec '64	No. who will not complete 20 years by Dec 1964
ETC	1229	938	109	379	450
ET1	1844	1447	11	204	1232
RDC	600	316	11	153	152
RD1	1636	1192	1	174	1017
RMC	1774	1385	313	750	322
RM1	2651	1965	26	602	1337
YNC	2373	1898	296	1130	472
YN1	3056	3055	24	756	2276
MMC	2971	2493	1101	1310	82
MM1	4052	3571	107	839	2625
FPC	364	412	132	230	50
FP1	818	818	10	243	565

To maintain a continuous and steady flow of personnel into the various ratings, qualified men and women of the lower pay grades must be advanced as attrition reduces the numbers in the higher pay grades.

It is true that there is now a significant excess in the top pay grades of certain ratings. This resulted from pre-World War II influx of personnel. The tabulation above indicates that these excesses may be largely removed in the immediate years ahead through retirement alone. To put it simply, the effect of "retirement" will turn many of the crowded rates into "open" rates in a very few years. The door to most of these rates will be fully open by the end of 10 years.

Even though the present first class petty officers in some ratings have been stagnated for a long period of time, the future looks good. The attrition of present CPOs should insure that most first class can be advanced to CPO before completing their 20 years' service.

Further, the Chief of Naval Personnel intends to see that some advancements are made to all rates each year.

The man to whom the above retirement statistics are of the greatest importance is the man who has just made third class or is now striking for a rate. He may very well be nearing the end of his first enlistment. Without knowing that the next 10 years will see a major portion of the present chiefs and first class leave the Navy, he may not realize that the top pay grades of the crowded rates are really not closed at all in his case. Believing that it is impossible for him to get ahead, he may have made up his mind to leave the Navy at the expiration of his enlistment. Statistics indicate that this point of view is wrong because the next 10 years can give most Navymen plenty of opportunity to earn advancement in rating at a speed which far exceeds that of the present.

To lend emphasis to the points made above, you will find on the following pages a table which shows the number of men, by rating, who took the August examination for advancement, the number who passed, and the number who were advanced. In the January issue you will find a table which contains an estimate, by ratings, of advancements to be made as a result of the February exams.

These POs Stepped Up the Ladder in August Exams—Read Why

AS A RESULT of the August examinations, more than 70,000 petty officers in pay grades E-4, E-5 and E-6 were advanced in November. This number includes 8954 advanced to pay grade E-6, 22,776 to E-5 and 38,499 to E-4.

Although these figures may be impressive, they have little meaning unless you know what yardstick was used to determine how many were advanced in your particular rate.

Here's some background information on just what these figures mean to your career, no matter in which pay grade you are at present.

In the first place, the number of men advanced is generally a reflection of the needs of the service for petty officers in that rating. However, in some rates, advancements were made above service needs to insure that everyone would have an

opportunity, even though limited, to advance.

Quotas for advancements in certain rates were adopted only because of the number of petty officers already in that specific rate, rather than because of the over-all number of petty officers in the Navy. For the same reason, it was unnecessary to make advancements by increments.

Here's a summary of the basis by which the number of men who were advanced was determined:

• Advancement to Pay Grade E-6—

All who passed in 48 rates were advanced; sizeable proportions of those passing in the following ratings were also advanced: damage controlman (89%), engineman (86%), aviation ordnanceman (81%), hospital corpsman (81%), parachute rigger (76%), ship's serviceman (66%), metalsmith

(35%), gunner's mate (21%), aviation machinist's mate (15%); there were 10% token advancements in the following four ratings: boatswain's mate, machine accountant, commissaryman and steward.

• Advancement to Pay Grade E-5—

All who passed in 58 rates were advanced; sizeable proportions of those passing in the following ratings were advanced: lithographer (48%), and boatswain's mate (25%); a token of 10% advancement for steward.

• Advancement to Pay Grade E-4—

All who passed in 59 rates; 25% of those passing for boatswain's mate and a token 10% for steward.

With these percentages as background, it was determined that in each rate the number of personnel listed in the following table could be advanced.

Advanced To Pay Grade E-6

Rating	No. Who Took Exam	No. Who Passed Exam	No. Who Advanced
QM	460	158	158
RD	524	253	253
SO	330	186	186
BM	3297	1435	143
TM	451	172	172
GM	1399	593	125
GS	17	8	8
FT	479	211	211
MN	58	22	22
ET	654	254	254
IM	35	16	16
OM	29	13	13
TE	426	176	176
RM	571	185	185
CT	239	119	119
YN	1465	378	378
PN	375	116	116
MA	124	56	6
SK	873	247	247
DK	254	93	93
CS	2161	1016	102
SH	664	304	201
JO	39	13	13
LI	68	28	28
DM	38	16	16
MU	71	27	27
MM	1306	578	578
EN	1679	831	718
MR	287	132	132
BT	741	361	361
EM	1140	506	505
IC	229	94	94
ME	683	302	107
FP	365	148	148
DC	430	150	133
PM	17	7	7
ML	29	13	13
SV	10	4	4
CE	71	29	29

Advanced To Pay Grade E-5

Rating	No. Who Took Exam	No. Who Passed Exam	No. Who Advanced
QM	851	349	349
RD	1067	548	548
SO	537	272	272
BM	3104	1706	427
TM	345	156	156
GM	1366	916	916
GS	17	9	9
FT	844	432	432
MN	146	73	73
ET	1149	530	530
IM	55	26	26
OM	49	22	22
TE	843	491	491
RM	1204	621	621
CT	498	266	266
YN	2341	1061	1061
PN	837	405	405
MA	95	40	40
SK	1409	663	663
DK	337	147	147
CS	1605	899	889
SH	1066	583	583
JO	67	33	33
LI	136	81	39
DM	77	36	36
MU	135	70	70
MM	2315	1528	1528
EN	1831	1079	1079
MR	416	182	182
BT	1583	867	867
EM	1839	941	941
IC	528	264	264
ME	737	361	361
FP	530	404	404
DC	690	377	377
PM	36	17	17
ML	46	22	22
SV	48	25	25
CE	107	54	54

Advanced To Pay Grade E-4

Rating	No. Who Took Exam	No. Who Passed Exam	No. Who Advanced
QM	1348	751	751
RD	1520	1219	1219
SO	851	691	691
BM	6405	3759	940
TM	350	266	266
GM	2004	1725	1725
GS	45	36	36
FT	1420	1053	1053
MN	182	149	149
ET	1346	1138	1138
IM	40	30	30
OM	30	23	23
TE	928	694	694
RM	2078	1263	1263
CT	829	635	635
YN	3055	1817	1817
PN	1071	766	766
MA	102	87	87
SK	2106	958	958
DK	461	309	309
CS	1787	1578	1578
SH	1319	1009	1009
JO	98	71	71
LI	124	102	102
DM	117	94	94
MU	121	96	96
MM	2482	2005	2005
EN	2032	1746	1746
MR	428	337	337
BT	1872	1571	1571
EM	2089	1728	1728
IC	703	588	588
ME	562	493	493
FP	800	653	653
DC	597	511	511
PM	24	17	17
ML	26	19	19
SV	47	35	35
CE	168	145	145

Advanced To Pay Grade E-6			
Rating	No. Who Took Exam	No. Who Passed Exam	No. Who Advanced
CD	238	96	96
CM	135	55	55
BU	166	70	70
SW	72	29	29
UT	58	21	21
AD	2084	946	139
AT	798	228	228
AO	601	290	236
AQ	34	14	14
GF	54	23	23
AC	170	74	74
AB	208	94	94
AE	410	160	160
AM	964	475	475
PR	142	63	48
AG	181	78	78
TD	136	54	54
AK	289	106	106
PH	190	76	76
HM	1824	789	642
DT	148	62	62
SD	1607	764	76
TOTAL	32,597	13,817	8,954

A review of requirements has shown that a large number of new petty officers will be needed during the coming year.

Although quota limitations were imposed on certain crowded rates in order to maintain a reasonable balance in that rating, it is anticipated that it will be possible to continue to advance everyone in other ratings who pass the examination. The total number who qualified for advancement to pay grade E-4 in August did not completely meet the Navy's total petty officer requirements. More men could have been advanced in most rates had they proven themselves qualified and been recommended by their CO.

The chances are good that this same advancement trend will continue through the February 1956 examination period. This current short-range trend, and the long-range prospects discussed on pages 44-45, show that there is reasonable opportunity for advancement in the future.

In most rates the opportunity for advancement will be determined by a man's being able to demonstrate his competence through passing the examination.

In the crowded rates although advancement is determined by final multiple, this multiple is greatly affected by the relative mark made on the examination.

With this in mind, now is the time to commence preparation for the February 1956 examinations.

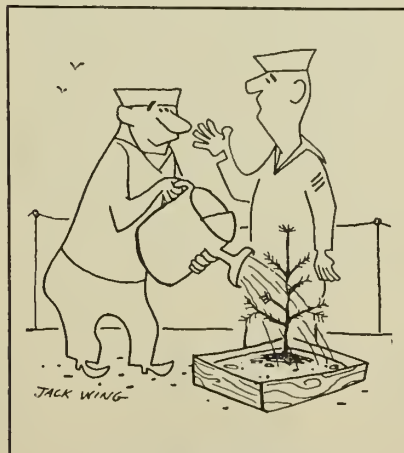
Advanced To Pay Grade E-5			
Rating	No. Who Took Exam	No. Who Passed Exam	No. Who Advanced
CD	464	245	245
CM	201	106	106
BU	297	153	153
SW	95	42	42
UT	81	39	39
AD	2636	1470	1470
AT	1870	809	809
AO	750	436	436
AQ	22	11	11
GF	18	9	9
AC	195	120	120
AB	432	304	304
AE	730	328	328
AM	1288	805	805
PR	107	54	54
AG	282	141	141
TD	329	159	159
AK	548	237	237
PH	481	210	210
HM	2669	1453	1453
DT	598	306	306
SD	2175	1142	114
TOTAL	47,254	25,125	22,776

Attack Bomber Squadron Claims Record For Time Aloft

Twenty busy AD *Skyraider* attack bomber pilots on board the Pacific Fleet carrier *uss Boxer* (CVA 21) believe they have established a Fleet record for the number of hours flown in one month.

Attack Squadron 145 helped *Boxer* live up to its nickname, "Busy Bee," when they flew a total 1050 hours in September. This included day and night training missions near Taiwan (Formosa) and in Japan.

Excellent maintenance crews and good operating techniques aboard the ship enabled pilots to fly an average of more than 51 hours per man.



"You may as well give up, today is December 23rd."

Advanced To Pay Grade E-4			
Rating	No. Who Took Exam	No. Who Passed Exam	No. Who Advanced
CD	570	499	499
CM	243	194	194
BU	374	303	303
SW	139	115	115
UT	119	92	92
AD	2103	1699	1699
AT	1272	1101	1101
AO	810	654	654
AQ	2	2	2
GF	6	5	5
AC	309	220	220
AB	806	712	712
AE	700	528	528
AM	1112	913	913
PR	92	77	77
AG	383	294	294
TD	330	256	256
AK	722	332	332
PH	525	418	418
HM	3380	2370	2370
DT	233	181	181
SD	2858	1860	186
TOTAL	58,655	42,992	38,499

Attack Squadron 145 compiled 728 hours in day and night flights from *Boxer*. In flights from the Naval Air Station, Atsugi, Japan, the squadron flew 323 hours. The pilots made 239 carrier landings.

Although the pilot hours totaled 1050, planes of VA-145 actually flew 1094 hours. Several pilots from other units made training flights in VA-145 *Skyraiders*.

The squadron has been operating under Carrier Air Group 14 aboard *Boxer* this year, and has been in the Far East since July.

Course in Practical Problems In Marine Navigation

A new officer correspondence course, *Practical Problems in Marine Navigation* (NavPers 10737), is now available at the Naval Correspondence Course Center. This course is designed primarily as a refresher course for officers experienced in navigation, and assumes that the student understands the basic principles of practical navigation. The course consists of four assignments and is evaluated at 12 Naval Reserve points credit.

Application for enrollment should be made on NavPers Form 992 forwarded via official channels to the Naval Correspondence Course Center, Building "RF," U. S. Naval Base, Brooklyn 1, New York.

What You Should Know about Taking Exams for Advancement

DO YOU KNOW HOW to study for an advancement in rating exam? If you do, consider yourself lucky, because the Naval Examining Center has discovered (after a survey of recent exam results) that many Navy-men do not know how or what to study for their advancement tests.

To help remedy this situation the Examining Center has furnished ALL HANDS the following information on the examination system and on suggested methods of studying for rating exams. This "inside dope," coupled with "What You Need to Know and Do to Qualify for Advancement" (ALL HANDS, June 1955, p. 49), should prove valuable when you're ready to take that next step up the rating ladder.

Three Basic Books

First off, in preparing for any advancement exam three basic books are required. The first of these is *Use of Navy Training Courses* (NavPers 10050-B), which lists the general requirements and procedures for advancement, covers the use of training courses and offers suggestions for improving reading ability.

The other two books are the *Manual of Qualifications for Advancement in Rating* (NavPers 18068) and *Training Courses and Publications for General Service Ratings* (NavPers 10052-C). Everything in the advancement exams for all ratings can be either directly or indirectly related to the material contained in these latter two publications. The *Quals Manual* is important because it lists the *minimum* qualifications for advancement in rating. It is also the guide used by the Examining Center in making up the exams, and should be your guide in selecting subjects for study.

Study Guides

One way to use this manual effectively is to set up study areas and then list the examination subjects and practical factors which pertain



to that area. The list you make can then be used as a study guide, and may be as detailed as you care to make it. Here's an example of a study guide for BM2, beginning with the chapter heading "Boats," then listing the applicable examination and practical factors:

Boats

201-6

- A General duties of a boat coxswain
- B Equipment carried in regular ship's powerboats, LCPVs and LCMs

- C Firefighting procedure for small boats

201-7

- A Boat calls

101-21

- A Reeve off a set of boat falls and a guesswarp

A study guide made in this manner may be compiled as a joint effort with other candidates for the same rate, but keep in mind that the number of exam questions in any given subject matter area will be related to the importance of that area.

To be sure that you are covering all the material which should be studied, take a check in the third of the basic books mentioned above—*Training Courses and Publications for General Service Ratings* (NavPers 10052-C). Find your rating in this pamphlet—and right alongside you will find a list of all the manuals and publications used in making up your exam. If you think your course

book is the only "required reading," just take a look at what NavPers 10052-C lists for BM2: Boatswain's Mate 3 & 2: Cargo Handling; The Powerboat Book; Ammunition Handling, and Gunner's Mate 3 & 2, Vol. 1. And there is other required reading listed under Military Requirements.

Study Schedule

Once you have made up your study guide and have collected the books you need, there comes the business of actually studying. Set up a study schedule for yourself *and stick to it*. Try to study in the same place, at the same time of day and without interruption. In your study emphasize the practical and important subjects. Examination questions are not written with the idea of deceiving the candidate. It is the policy of the Naval Examining Center not to ask trick questions, so you're wasting your time memorizing such bits of information as "the number of stripes worn by a Swedish admiral."

Remember, too, that there is a parallel between the practical factors and the examination subjects so while you are studying the examination subjects you should also cover the practical factors by requalifying whenever possible. Examination questions are asked on both the practical factors and the examination subjects.

Another important point: *The day you make one rate is the day to start preparing for the next*. This is especially true of performance tests, since the new system allows you to qualify at any time of the year. An early start also gives you a chance to enroll for Naval Correspondence Courses which will be helpful in your rating or to your scholastic background. Another good reason for an early start is this: The lists in the *Quals Manual*, in NavPers 10052-C and the practical factors

INSPECTION

W. N. Smith, CT2, USN.



W. N. SMITH

listed for your desired rating *are all minimum lists, the least you need to know* in order to pass the exam. Since the mission of the peacetime Navy is to produce broadly qualified, versatile personnel who in time of emergency can be advanced to higher positions of responsibility and authority, you should know even more. Consequently you will find questions in examinations that can only be related indirectly to a rating as outlined in the *Quals Manual*, but which cover subject matter which any man in the rating could normally be expected to know.

How to Take the Exam

In actually taking the exam, the Naval Examining Center has the following suggestions for using your knowledge to the best advantage:

- Regardless of how the examination goes, remain calm.

- Remember that the exam is a "best answer" test. Each of the possible answers may have some truth in it, but one of them is more completely correct than the others. To pick the best answer you must read the question carefully, finding out exactly what the problem is.

- If you don't know the answer to a question immediately, don't worry about it. Just go on through the test answering the questions you do know. Then go back and answer the questions you skipped, picking the best answer you can. *Never* leave a space blank.

- If in doubt about an answer, leave your first choice alone. It will tend to be your best answer.

- Questions with two answers are automatically counted wrong, so be sure to make a complete job of any answers you erase.

What's the Score

Finally, a word about the scores. You are measured against others in your rate so if a question is hard for you, it will be hard for everyone else taking the exam. If the entire test is difficult it will result in a general lowering of the score, but this is taken into consideration when the score is put on a standardized scale. You might note also that the score is in no way tied to the Navy's 4.0 system, so don't waste time in trying to establish your score in that system. In any case, the score is not important unless you pass the exam, regardless of your total multiple.

There will be times when the

Retired Navyman Continues "Travel with Pay" in USA

A retired Navy lieutenant is touring the nation "to repay the Navy for the things they did for me," and is reaping dividends of satisfaction in doing so.

LT William Stomski, who retired from the Navy in 1951 after 23 years' service intends to travel with his wife Marjorie through every state in the union. He wants "to make the country's young people more Navy-career conscious."

His nation-wide tour is financed by the pay he receives from his Navy retirement. He frequently finds it necessary to stop at recruiting stations along his route to obtain recruiting literature to distribute to those who ask for information about the Navy. Besides, he likes to stop and shoot the breeze.

Stomski, his wife and mascot dog

"Goldie" are making their trip in a small red, white and blue pickup truck. The "land-based ship" especially designed with a sportsman top, has twin bunks, portable camping equipment and hunting and fishing gear.

The two small bunks made up with red and green bedspreads, for port and starboard respectively, are converted destroyer bunks. The small vehicle is capable of handling several weeks' supplies for the road.

"This is my way to show my appreciation for what the Navy has done for me," he says.

Asked how his land ship handles in a stiff breeze, he commented: "She holds a steady course at all times. The only shipboard drill we have is an occasional fire drill."

number of advancements in a particular rating will be limited by pay grade limitations or rating structure limitations. If this happens the only thing to do is to work harder the next time, so that your score plus your longer time in rate will give you a larger multiple.

In any event, if you follow the above method of studying for rating exams, you will find a decided improvement in your final examination scores and in your everyday performance "on the job."

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and

hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instruction and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 70 — Established new commuted and leave rations and basic charge of meals from general mess.

No. 71 — Announced approval by the President of the report of a selection board which recommended Regular Marine Corps and Marine Corps Reserve officers for temporary promotion to the grade of lieutenant colonel.

No. 72 — Called attention to the deadline for NROTC applications from enlisted personnel.

No. 73 — Emphasized the importance of an annual physical examination as a means of detecting disease at an early stage.

No. 74 — Announced the convening of a selection board to recommend line lieutenants (junior grade) for temporary promotion to lieutenant.

No. 75 — Announced approval by

QUIZ AWEIGH ANSWERS QUIZ AWEIGH IS ON PAGE 7.

1. (a) Flying radar stations.
2. (b) VW—Airborne Early Warning Squadron.
3. (a) George Washington.
4. (c) 1942.
5. (c) Master Diver.
6. (c) On the upper arm of the right sleeve.

the President of the report of a selection board which recommended Regular Navy and Naval Reserve officers for temporary promotion to the grade of commander.

No. 76—Announced approval of the President of the report of selection boards which recommended Regular Navy and Naval Reserve staff officers to the grades of captain and commander.

No. 77—Revised Alnav 76 (above) by the inclusion of two additional names.

No. 78—Announced approval by the Secretary of the Navy of the reports of promotion boards which recommended Regular Navy and Naval Reserve staff corps officers for temporary promotion to the grades of captain and commander.

No. 79—Stated that certain test sets be removed from use.

No. 80—Announced the convening of staff corps selection boards to recommend male Regular Navy and Naval Reserve lieutenants on active duty for temporary promotion to the grade of lieutenant commander.

No. 81—Stated that enlisted personnel being subsisted in kind in a general mess and whose duties require them to be absent from their station during any regular meal hour are entitled to basic allowance for subsistence.

No. 82—Prescribed regulations permitting Regular Navy personnel to extend voluntarily enlistments for less than one year and for Naval Reserve and Fleet Reserve personnel to agree to remain on active duty for less than one year.

Instructions

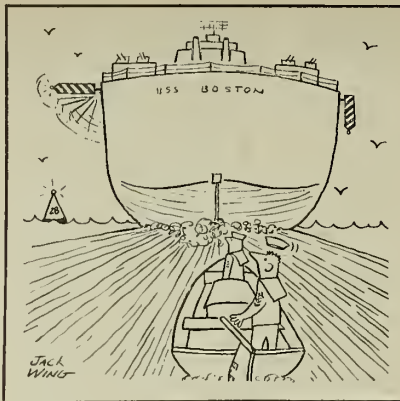
No. 1306.50A—Provides instructions for hospitalization of enlisted personnel and their disposition upon completion of treatment.

No. 1320.5A—Promulgates in the Navy Directives System the currently effective instructions concerning duty involving the demolition of explosives.

No. 1533.36—Reemphasizes the importance of teaching leadership and junior officer responsibilities in the NROTC program.

No. 1533.7A—Establishes NROTC clearing house procedure for the school year 1955-56.

No. 1760.3B—Provides a current summary of state bonuses for veterans of World War I, World War II and those with service after 27 Jun



1950, and outlines procedures for application.

No. 4650.6A—Informs naval personnel ordered to duty in Japan of policies concerning concurrent travel, and describes housing situation in Japan.

Notices

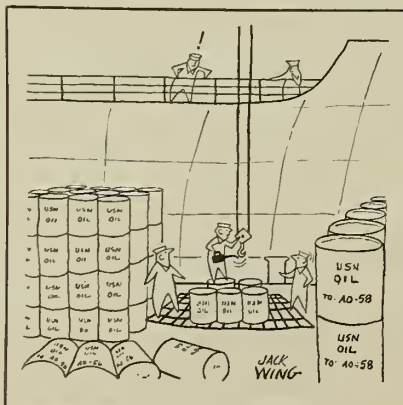
No. 1520 (30 Sept)—Concerned the administration of CEC technical courses in Naval Reserve Officers' Schools.

No. 1440 (30 Sep)—Promulgated Change No. 1 to BuPers Inst. 1440.13, establishing a volunteer program for change of rating to Aviation Electronics Technician (AT), Aviation Fire Control Technician (AQ), or Aviation Guided Missilcman (GF) by career personnel.

No. 1520 (3 Oct)—Amplified BuPers Inst. 1520.37, which is concerned with the five-term college training program.

No. 1133 (7 Oct)—Promulgated certain occupational pay briefs in connection with the current reenlistment program.

No. 1416 (7 Oct)—As Change No. 1 to BuPers Inst. 1416.1A, clarified certain administrative procedures



"We're out of oil."

concerning the promotion of officers.

No. 1531 (10 Oct)—Disseminated information concerning the Naval Academy and requested the support of all flag officers in interesting qualified enlisted personnel in applying and preparing for admission.

No. 1531 (11 Oct)—Concerned with the distribution of a pamphlet entitled "Annapolis" and reviewed material available concerning the Naval Academy.

No. 1440 (12 Oct)—Promulgated Change No. 1 to BuPers Inst. 144.12 which established a volunteer program for change of rating to Electronics Technician and Fire Control Technician by career personnel.

No. 1416 (18 Oct)—Concerned with the bibliography for examinations in the subjects of Logistics and Industrial Relations of officers selected for promotion in fiscal 1956 from lieutenant commander to commander.

List of New Motion Pictures Available for Distribution To Ships and Overseas Stations

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Films in color are designated by (C). Distribution of these films began in October.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and most overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. Plan and funds are under the administration of the Chief of Naval Personnel.

The Man From Laramie (378) (C): Western; James Stewart, Cathy O'Donnell, Arthur Kennedy.

The Dam Busters (379): War Drama; Richard Todd, Michael Redgrave.

Green Fire (380) (C): Drama; Grace Kelly, Stewart Granger, Paul Douglas, John Ericson.

Rasputin and the Empress (381)

(Re-issue): Drama; John, Ethel and Lionel Barrymore.

One Desire (382) (C): Drama; Anne Baxter, Rock Hudson, Julie Adams.

Wichita (383) (C): Western; Joel McCrea, Vera Miles.

A Tree Grows In Brooklyn (384) (Re-issue): Drama; Dorothy McGuire, James Dunn, Joan Blondell.

The French Line (385) (C): Musical; Jane Russell, Gilbert Roland.

Tall Man Riding (386) (C): Western; Randolph Scott, Dorothy Malone.

Run For Cover (387) (C): Western; James Cagney, Viveca Lindfors, John Derek, Jean Hersholt.

Son of Sinbad (388) (C): Adventure; Dale Robertson.

Blood and Sand (389) (C) (Re-issue): Bull Fight Drama; Tyrone Power, Linda Darnell.

Private War of Major Benson (390) (C): Comedy; Charlton Heston, Julie Adams, Tim Hovey.

Strategic Air Command (391) (C): Drama; James Stewart, June Allyson, Frank Lovejoy, Barry Sullivan.

The Night Holds Terror (392): Melodrama; Jack Kelly, Hildy Parks.

Trial (393): Melodrama; Glenn Ford, Dorothy McGuire, Arthur Kennedy, John Hodiak, Katy Jurado.

Bring Your Smile Along (394) (C): Musical Drama; Frankie Laine, Keefe Brasselle, Constance Towers.

The Fighting Pimpernel (395): Melodrama; David Niven, Margaret Leighton.

Stanley and Livingston (396) (Re-issue): Adventure Drama; Spencer Tracy, Nancy Kelly.

The Purple Plain (397) (C): War and Love Story; Gregory Peck, Win Min Than.

Radiological Defense Course Is Ready for Officers

A new officer correspondence course, *Radiological Defense* (NavPers 10771), is now available at the Naval Correspondence Course Center. This course covers the effects of atomic weapons on structures, equipment and personnel, and considers steps that may be taken to minimize these effects and to control their consequences. The course consists of seven assignments, and is evaluated at 14 Naval Reserve points credit.

WAY BACK WHEN

Hydrographic Office

One hundred and twenty-five years ago the Navy established a Depot of Charts and Instruments to collect and issue navigational charts, books and instruments necessary to outfit naval vessels for sea. Piloting and navigation at the time were almost hit-or-miss matters, with knowledge of currents and winds pretty much limited to the tradewinds and the Gulf Stream, while most information of a "soiling directions" nature was securely hidden behind the wall of secrecy raised between competing ships and seafaring notions.

The man who was to offer this knowledge to the world—and transform the chart depot into today's efficient Hydrographic Office—was Matthew Fontaine Maury, a young Virginian who received his midshipman's warrant in 1825—and a crippling injury which permanently barred him from sea duty in 1839. By the time of his injury, however, Maury had already made a four-year voyage around the world, pulled a three-year tour of duty in the Pacific as astronomer on a voyage of exploration and written a widely praised textbook on navigation.

Despite his infirmity Maury continued on duty, being appointed to head the chart depot in 1842. Shortly after Maury took over, the depot's functions were placed under the newly created Bureau of Ordnance and Hydrography and funds were appropriated for a permanent building and equipment. In 1844, the new building was completed and here it remained until 1866, when Congress redesignated the depot as the Hydrographic Office and it was moved to the famous Octagon House.

Back when Maury first took over the depot he discovered, hidden in old ship's logs, masses of information on prevailing winds, currents and navigational hazards in many parts of the world. Service as sailing master of *Falmouth* during his seagoing years made Maury realize how important this knowledge could be to other navigators—so he promptly devised and put into effect a method to collect and disseminate such information.

Maury's method of collecting information called for each naval and merchant ship to forward abstract logs to the depot. These listed the ship's course, position, the date, prevailing winds, currents, hazards observed and so forth. He also suggested throwing overboard tightly corked bottles containing the ship's latitude, longitude, and the date, since notations on the location where these bottles were picked up would help in tracing ocean currents.

The first wind and current chart issued by Maury was published in the autumn of 1847 from information already available in the old logs; his first abstract log followed in



early 1848, and included blank pages for each shipmaster to use in forwarding the statistics on his own cruise. Successful use of Maury's first chart and "soiling directions" by the *Porpoise* on a cruise down to Rio and return created considerable interest in the work. By 1851 more than 1000 ships all over the globe were forwarding observations to Maury, and the man himself had gained international recognition.

As officer-in-charge of the Hydrographic Office from 1842 to 1861, Maury is credited with devising a system for collecting meteorological and oceanographic information from the logs and reports of naval and merchant vessels; a system of exchanging nautical information and products with other maritime nations; and the publication of *Tide Charts*, *Wind and Current Charts*, and eight volumes of *Sailing Directions*, describing navigational conditions of specific areas of interest.

Maury resigned his commission as a Navy commander shortly after Virginia seceded from the Union in April 1861, and his work was derided during the war, but since then, both his work and his reputation have continued to grow in stature. Today all Pilot Charts issued by the Hydrographic Office bear this phrase: "founded upon the researches made in the early part of the nineteenth century by Matthew Fontaine Maury, while serving as a lieutenant in the United States Navy." Wherever seafaring people congregate, Maury is honored as the "Pathfinder of the Sea."

The Hydrographic Office, which began as a "storehouse" of charts in 1830, today has on issue more than 4400 standard nautical charts of the world's navigable waters; 68 volumes of *Sailing Directions*, presenting textual and graphic descriptions of foreign harbors and coastlines; and innumerable other publications or services dealing with hydrographic, oceanographic and meteorological information.

Roundup on State Bonuses for World Wars I and II, Korea

NAVYMEN WHO SERVED during the Korean War, or during World Wars I or II may be eligible for one or more of the state bonuses listed in the following roundup.

To apply for a state bonus you will need a copy of your *Notice of Separation from the U. S. Naval Service* (NavPers 553) or *Report of Separation from the Armed Forces* (DD 214) and an application blank provided by the state.

If you are on active duty you may request your commanding officer to certify your service in the appropriate space on the application form by using your service record or other documents available to him. However, if the information cannot be obtained from available records you will have to make a statement under oath and this information will be included in your CO's certification.

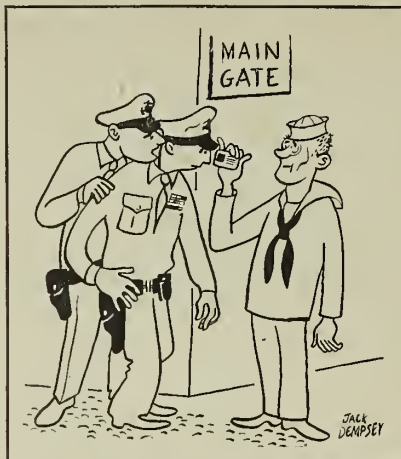
No requests for detailed information as to your foreign service or other service data should be requested from the Bureau of Naval Personnel.

To be eligible to make application for a state bonus you will have to obtain proof of your residence. In most cases the home address you gave at the time of your enlistment or entry into service does not constitute complete proof of your legal residence.

Your legal residence will have to be substantiated by such documentary evidence as voting registration, tax data, etc.

All Navy veterans who need copies of their separation documents may request them from the commandant of the naval district in which they are currently residing. If you have moved to another naval district since your separation and these documents are not in the possession of the commandant, when he receives your request he will in turn request a certified copy from the district in which your separation papers are permanently retained and it will be forwarded accordingly.

This summary of state bonuses granted veterans of World War I, World War II, and those with service since 27 June 1950 is based on the latest information available. Procedures for making application are outlined below. Changes and addi-



"He must be an imposter. He looks just like his ID picture."

tions will appear, when necessary, at a later date.

State Bonuses for Veterans of Korea

Ten states have enacted laws providing bonuses for Korean conflict veterans and specific information concerning these laws are provided below, individually by states. If you consider yourself eligible, submit an application for consideration to the adjudicating agency of the state. It should be noted that the Bureau of Internal Revenue has ruled that state bonuses received by veterans and active duty personnel will NOT constitute taxable income for federal tax purposes.

Connecticut

Amount: \$10.00 per month of service up to a maximum of \$300.00.

Service: Active duty in the armed forces for 90 days or more at any time between 27 Jun 1950 and 27 Oct 1953. Honorable discharge or separation from service other than dishonorable. Persons still in active service or retired or released to inactive duty or reserve may apply.

Residence: Domicile in Connecticut for at least one year immediately before entering service. Domicile is the place where you have a true, fixed, and permanent home and one to which whenever you are absent, you have the intention of returning.

Deadline: 1 Jul 1957.

Next of kin: Survivors of servicemen who died on active duty or as a direct result of service are eligible for maximum \$300.00.

For applications: Commandant (DCRO), Third Naval District, 90

Church Street, New York 7, New York.

Address inquiries to: Bonus Division, State Treasurer's Office, State Capitol, Hartford 14, Conn.

Delaware

Amount: \$15.00 per month for stateside service up to a \$225.00 maximum. \$20.00 per month for overseas duty up to a maximum of \$300.00. Veterans with a service-connected disability of 60 per cent or greater are eligible for the \$300.00 maximum payment.

Service: Active military service between 25 Jun 1950 and 31 Jan 1955.

Residence: One year residence immediately before entering service.

Deadline: 1 Jan 1957.

Next of kin: In the event a serviceman dies during or as a result of the Korean conflict, a maximum award of \$300.00 will be paid to the survivors.

For applications: Commandant (DCRO), Fourth Naval District, Naval Base, Philadelphia 12, Pa.

Address inquiries to: Executive Chairman, Veterans' Military Pay Commission, Wilmington, Del.

Indiana

Amount: \$15.00 per month for each month served in the Korean Area. Maximum \$555.00. \$600.00 for veteran who had 10 per cent or more service-connected disability. The payment of this benefit will be limited. This bonus is payable from Indiana's World War II bonus fund and no new World War II claims will now be honored. The Korean bonus payment depends upon the ability of the World War II bonus fund to meet Korean bonus claims. Payment will be made in the following order of priority: (1) service-connected death, (2) service-connected disability, rated 10 per cent or more by the Veterans Administration and (3) active military duty in the Korean theatre of action.

Service: Active duty at any time between the period beginning 27 Jun 1950 and ending 1 Jan 1955.

Residence: One year's residence in Indiana, immediately before induction, is required.

Deadline: 30 Jun 1956.

Next of kin: Receive \$600.00 for serviceman that died in service or as a result of service-connected disability.

For applications: Commandant (DCRO), Ninth Naval District, Building 1, Great Lakes, Ill.

Address inquiries to: Auditor of State of Indiana, Bonus Division, 431 N. Meridian Street, Indianapolis 4, Ind.

Louisiana

Amount: \$250.00 for service in the Korean combat area. \$100.00 for overseas service outside the Korean combat area. \$50.00 for stateside service.

Service: Active duty for at least 90 days between 27 Jun 1950 and 26 Jul 1953 and honorably discharged. The State of Louisiana enacted this law to provide payment of a bonus to eligible active duty personnel as well as honorably discharged or separated veterans.

Residence: Citizens of Louisiana at time of entry in service.

Deadline: 31 Dec 1956.

Next of kin: Eligible survivors (unremarried widow, children, or parents) of men who die before 1 Dec 1955 as the result of service injuries or disease contracted within prescribed 1950-53 dates may qualify for a \$1000 award.

Information: Applicants should be prepared to submit certified or photostatic copy of separation papers with application. Further instructions for persons still on active duty are given on the application form.

For application: Commandant (DCRO), Eighth Naval District, U. S. Naval Station, New Orleans 12, La.

Address inquiries to: Korean Bonus Division Room 108, Old Capitol Building, Baton Rouge, La.

Massachusetts

Amount: \$300.00 for foreign service. \$200.00 for more than six months' active service in the United States. \$100.00 for service of not less than 90 days of stateside duty, unless discharged or released as a result of injury or disease incurred or aggravated by such service and not more than 6 months' service.

Service: Minimum of 90 days' service between 25 Jun 1950 and 31 Jan 1955 inclusive.

Residence: Six months immediately before entry in military or naval service.

Deadline: None.

Next of kin: If veteran died in service, \$300.00 to eligible survivor, otherwise, only amount he would receive if alive.

Active Duty Personnel: Personnel that have been discharged and reenlisted after 25 Jun 1950, and are serving regular enlistment contracts may apply for the bonus.

Three years on active duty subsequent to 25 Jun 1950 are required for indefinite enlistees and commissioned officers. A photostat of the "Report of Separation from the Armed Forces of the United States" (DD Form 214) must be filed with the application.

Information: Benefits have been established by the Massachusetts State legislature to commissioned officers, warrant officers or indefinite enlistees who have served at least three years on active duty from 25 Jun 1950 and who have not yet been discharged or released under honorable conditions from such service. Such applicants must attach to application form a statement

New Enlisted Correspondence Courses Now Available

Twenty-five new Enlisted Correspondence Courses have been made available to all enlisted personnel, on active or inactive duty.

These courses may be used to study for the rates indicated and also may be substituted for completion of a Navy Training Course.

Men desiring to take any of these courses should see their division officer or education officer and ask for an "Application For Enlisted

Correspondence Course" (NavPers 977). Inactive Reservists should request the application form from their naval district commandant or Naval Reserve Training Center.

All applications should be sent to the U.S. Naval Correspondence Course Center, Bldg. RF, U.S. Naval Base, Brooklyn 1, N.Y., via your commanding officer.

Here are the new courses:

Title of Course	NavPers Number	Applicable to Following Rates and Ratings
*Ship's Serviceman, Chief	91449-1	SH
*U.S. Navy Share Patrol, The	91648-1	All ratings
Handbook for Hospital Carpsman 2	91669	HM
Handbook for Hospital Carpsman 1&C	91670	HM
Handbook for Hospital Carpsman 3	91668	HM
Handbook for Hospitalmen	91667	HN
Cammissaryman 3	91440-1	CSG, CSB, CSR, and strikers
Cammissaryman 1	91442-1	CSG, CSB, CSR
Cammissaryman C	91443-1	CM
Fire Control Technician, Chief, Vol. 1	91332	FTM, FTM, FTU, FTG
Gunner's Mote Chief	91537	GMM, GMT, GMA
Gunner's Mate 1	91356	GMM, GMT, GMA
*Damage Cantralman 2	91544-1	AB, DC, ME, PM
*Fireman	91500-1	FN
Machinery Repairman 1	91508	MR
Machinery Repairman C	91509	MR
*Radarmen 2	91267-1	AC, RD
*Radarmen 3	91266-1	AC, RD
Air Controlman	91657	AC
Atomic Warfare Defense	91210	All ratings
*Aircraft Propellers	91631-1	AD
*Aircraft Engines	91628-1	AD
*Steelwarker Chief	91591-1	SW
*Quartermaster 2, Vol. 1	91286-1	QM, QMS
*Aviation Supply	91653-1	AB, ABG, ABU, AC, AD, ADE, ADF, ADP, ADG, AE, AEM, AEI, AK, AM, AL, AMS, AMH, AO, AOU, AOT, AOF, PR, TD, TDI, TDR, TDU, TDV, and strikers

*May be retaken for repeat Naval Reserve retirement credit.

from commanding officer verifying period of service.

For application: Commandant (DCRO), First Naval District, 495 Summer Street, Boston 10, Mass.

Address inquiries to: Veterans Bonus Commission, 15 Ashburton Place, Boston 8, Mass.

Michigan

Amount: \$10.00 per month of domestic service. \$15.00 per month of foreign service. \$500.00 maximum.

Service: Minimum of 61 days during period 27 Jun 1950 to 31 Dec 1953.

Residence: Six months immediately

before entering a branch of the service.

Deadline: 7 Mar 1957 for veterans. No deadline has yet been established in next of kin cases where veteran is deceased from service-connected causes.

Next of kin: Certain survivors may be eligible for \$500.00 if veteran died while in service or from service-connected causes.

For application: Commandant (DCRO), Ninth Naval District, Building 1, Great Lakes, Ill.

Address inquiries to: Adjutant General's Office, State of Michigan, Military Pay Division (Bonus Section), P. O.

Box 1401, Lansing 4, Mich.

New Hampshire

Amount: \$10.00 per month of service up to a \$100.00 maximum.

Service: A minimum of 90 days between 25 Jun 1950 and 27 Jul 1953.

Residence: One year pre-service residence.

Deadline: None.

Next of kin: Survivors of deceased servicemen are eligible for the \$100.00 maximum payment.

For application: Commandant (DCRO), First Naval District, 495 Summer Street, Boston 10, Mass.

Address inquiries to: State Adjutant General's Office, State Military Reservation, Concord, N. H.

South Dakota

Amount: 50 cents a day for stateside service (\$500.00 maximum); 75 cents a day for foreign service or sea duty (\$650.00 maximum).

Service: Active duty between 25 Jun 1950 and 27 Jul 1953.

Residence: Applicant must have been a bona fide resident of South Dakota for six months or more immediately before entry into active duty.

Deadline: 1 Jul 1956.

Next of kin: Dependent survivors eligible if deceased died in service between 25 Jun 1950 and 27 Jul 1953. Payment will be made to spouse, children, mother or father in that order. Maximum payment \$650.00.

Information: The veteran's original discharge certificate or certificate of service, or other papers showing the complete record of the applicant's active service during the stated periods are required.

For application: Commandant (DCRO), Ninth Naval District, Building 1, Great Lakes, Ill.

Address inquiries to: South Dakota Veterans' Bonus Board, Pierre, S. D.

Vermont

Amount: \$10.00 per month not exceeding a total of 12 months. \$120.00 maximum.

Service: Honorable discharge from an enlisted status between 27 Jun 1950 and 31 Jan 1955.

Residence: One year immediately before entering service.

Deadline: None.

Next of kin: \$120.00 to the next of kin of veterans who died from service-connected causes. Next of kin in order are: (1) widow or widower, remarriage does not bar entitlement, (2) next of kin who are lineal heirs and (3) parents.

Amount veteran was entitled to by length of service shall be paid to the next of kin, in order named above, of any veteran who has died from non-service-connected causes.

For applications: Commandant

(DCRO), First Naval District, 495 Summer Street, Boston 10, Mass.

Address inquiries to: Office of the Adjutant General, State Office Building, Montpelier, Vt.

Washington

Amount: \$100.00 for service in excess of 89 days within the continental United States. \$150.00 for service in excess of 89 days and less than 365 days where any part of such service was outside the continental limits of the United States. \$200.00 for service in excess of 364 days where any part of such service was outside the continental limits of the United States.

Service: Active federal service as member of armed military or naval forces of the United States between 27 Jun 1950 and 26 Jul 1953. Personnel who have been continuously in the United States Navy for a period of five years or more immediately prior to 27 Jun 1950 are considered career servicemen and do not qualify. Separation from service must have been under honorable conditions. Personnel who refused full military discipline are disqualified.

Residence: Bona fide citizen or resident of State of Washington for one year immediately before entrance into service.

Deadline: 31 Dec 1957. Payment of this benefit will not be made earlier than 2 Jan 1956.

Next of kin: In the event a veteran died before 10 Jun 1955 next of kin in the following order may collect the amount that was payable to him: (1) unremarried widow, (2) children and (3) parents.

Mentally incompetent veterans: Payments may be made to any guardian, committee, conservator, or curator duly appointed under law of state residence of veteran or to chief officer of any state or federal institution having custody of veteran.

For applications: Commandant

(DCRO), Thirteenth Naval District, Seattle 99, Wash.

Address inquiries to: Division of Veterans' Compensation, 114 North Columbia Avenue, Olympia, Wash.

World War II State Bonuses

World War II veteran's bonuses have been enacted by the following states and territories *but the deadlines have passed:*

Alaska, Connecticut, Delaware, Hawaii, Illinois, Indiana, Iowa, Louisiana, Massachusetts, Michigan, Minnesota, Montana, New Hampshire, New York, North Dakota, Ohio, Oregon, Rhode Island, South Dakota and Vermont.

The three states listed below (Pennsylvania, Washington and West Virginia) are still accepting applications for bonus payments from World War II veterans until the designated deadlines:

Pennsylvania

Amount: \$10.00 per month for domestic service; \$500.00 maximum. \$15.00 per month for foreign service; \$500.00 maximum.

Service: 60 days' active duty between 7 Dec 1941 and 2 Sep 1945. It should be noted that this state's law requires personnel, who are eligible for the bonus, to compute time in service for the purpose of determining the amount due until 3 Mar 1946. However, service after 2 Sep 1945 may not be counted as contributing toward the 60-day service eligibility requirement for the veterans bonus.

Residence: Bona fide resident of this state at time of entry into active service.

Deadline: 31 Dec 1956.

Next of kin: Survivors of deceased service personnel may receive the maximum benefit of \$500.00 in the following orders: (1) spouse, (2) children and (3) parents. The serviceman's death must have occurred between the stated active service dates.

For applications: Commandant (DCRO), Fourth Naval District, Naval Base, Philadelphia 12, Pa.

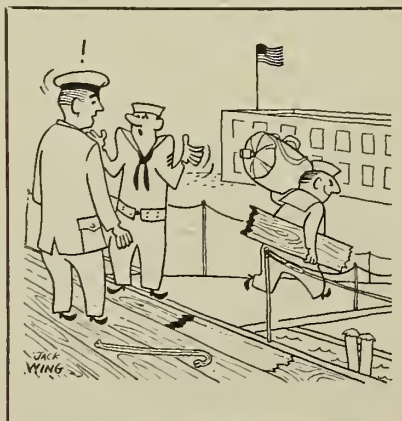
Address inquiries to: Adjutant General, Harrisburg, Pa.

Washington

Amount: \$10.00 per month for domestic service. \$675.00 maximum. \$15.00 per month for foreign service. \$675.00 maximum.

Service: Any period of time between 7 Dec 1941 and 2 Sep 1945, both dates inclusive. Veteran must have been discharged or separated under conditions other than dishonorable or currently be on active duty.

Residence: Minimum of one year immediately before entry into service or



"What could I do? He claims he's a plank owner."

if in service, 7 Dec 1941 for one year before that date.

Deadline: 31 Dec 1955.

Next of kin: Survivors (unremarried widow, dependent children or dependent parents of veteran who died in service) are entitled to the veteran's amount accrued.

For applications: Commandant (DCRO), Thirteenth Naval District, Seattle 99, Wash.

Address inquiries to: State Auditor, Division of Veterans' Compensation, 114 North Columbia Avenue, Olympia, Wash.

West Virginia

Amount: \$10.00 per month for domestic service, \$300.00 maximum. \$15.00 per month for foreign service, \$400.00 maximum.

Service: At least 90 days' active duty in United States armed forces between 7 Dec 1941 and 2 Sep 1945. If less than 90 days' service, discharged for service-connected disability.

Residence: At least six months' residence in West Virginia immediately before entering service.

Deadline: 31 Dec 1955.

Next of kin: Survivors (including widow, children or parents in that order) in the amount that would have been received by the veteran. Survivors must reside in West Virginia at time of making application.

For applications: Commandant (DCRO), Fifth Naval District, Naval Base, Norfolk 11, Va.

Address inquiries to: Bonus Division, Department of Veterans' Affairs, State Capitol Building, Charleston, W. Va.

World War I State Bonuses

One state, West Virginia, is still accepting applications for World War I bonus. All other World War I bonus deadlines have passed.

West Virginia

Amount: \$10.00 per month for domestic service, \$300.00 maximum. \$15.00 per month for foreign service, \$400.00 maximum.

Service: Active service between 6 Apr 1917 and 11 Nov 1918.

Residence: At least six months' residence in West Virginia immediately before entering service.

Deadline: 31 Dec 1955.

Next of kin: Survivors (including widow, children or parents in that order) in the amount that would have been received by the veteran. Survivors must be residing in West Virginia at time of making application for this bonus.

For applications: Commandant (DCRO), Fifth Naval District, Naval Base, Norfolk 11, Va.

Address inquiries to: Bonus Division, Department of Veterans' Affairs, State Capitol Building, Charleston, W. Va.

Navy's Peacetime Military Requirements Include Adequate Living Conditions for Families

The problem of improving living conditions for Naval personnel afloat and ashore is receiving top priority throughout the Navy.

SecNav Inst. 1700.2 points out that the provisions for adequate living conditions are a key factor in promoting re-enlistment in the Navy.

The instruction says, in part:

"One of the basic facts upon which military decisions must be based today is the changed social climate.

"There is a profound difference as regards the marital status of enlisted men of the Navy and the Marine Corps compared to past years. More of them get married, they marry earlier, and they have more children. In the top three enlisted pay grades, three out of four are married.

"The Department of the Navy is an employer competing in a labor market which appears likely to be tight for some time to come. It is competing by and large for married men with a high degree of intelligence, accustomed to a high standard of living, in an era of peacetime prosperity. The military necessity of maintaining an unprecedentedly large number of highly-trained personnel is vital; this requires a high re-enlistment rate. Providing adequate living conditions, afloat and ashore, including family housing, is a key factor to promoting re-enlistment.

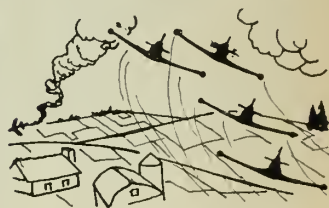
"It is the policy of the Department of the Navy to consider adequate living conditions ashore, and a high degree of habitability afloat, to be a peacetime military requirement. This does not mean lush living; but it does mean that Navy people should not be asked to continue living in many cases under sub-standard conditions.

"With respect to existing installations, a detailed re-examination is in order to see what is required to make living tolerable where cases of sub-standard living exist, and the necessary replacement projects should be given high priority.

"Commanding Officers are encouraged to use ingenuity in making proper use of resources available to them to improve living conditions.

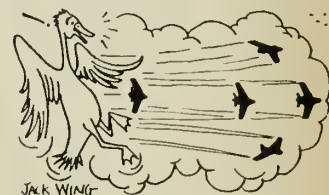
The plane came in low over the hill, as though it were an enemy slipping in for a sneak attack. Then four jets appeared. Flying in perfect, tight formation they engaged the invader and in doing so, they put on a brilliant display of aerial tactics as the five planes darted through the sky.

The end was obvious. The "enemy"



ultimately spouted smoke and the four, still in perfect formation drew away to watch the other plane die. It staggered over the horizon a parachute opened, and the thousands of spectators started to breathe again.

They were watching the realistic climax of a performance staged by the Navy's Blue Angels, the world's foremost precision aerobatics team. For



several years, with one short interruption, the team has been thrilling spectators with demonstrations similar to this. The one exception occurred during the Korean conflict when the Blue Angels served as a nucleus for a fighter squadron. During its existence dozens of Navy pilots have been on the team.

Demonstrating maneuvers and evasive fighter tactics every Navy fighter pilot must learn, the Blue Angels have made millions of spectators Navy-conscious as they put on their flying show.

WHOOSH!



In one instance, at NAS Miramar, a crowd estimated at 300,000 watched their close-order precision technique.

The Blue Angels are at present based at Pensacola, Fla. They'll undoubtedly be your way soon. To find them, all you have to do is look for a large crowd looking up into the air. Chances are, they'll be watching the Blue Angels.

Brief news items about other branches of the armed services.

AN IMPROVED, miniature, lightweight emergency radio which permits a stranded airman to direct his own rescue, is under development by the Air Research and Development Command. The new radio weighs only 15 ounces and has a volume of 20 cubic inches.

Approximately half as large and heavy as rescue radios now in use, the combination transmitter and receiver will be included in the survival kits carried by Air Force personnel when flying over water or wilderness areas.

The tiny radio, designated as the AN/URC-11, is expected to be used primarily by pilots of fighter aircraft whose cramped cockpits offer little space, and who must carry all their survival equipment in a small seat-style kit.

Here is how a pilot would use the URC-11:

After a forced landing or bail-out, the pilot would open his survival kit and make certain the URC-11 was hooked to the batteries provided for its power. He then merely pushes the transmitter button and broadcasts information regarding the crash and his location. Or, if he wishes, he can set the radio to broadcast a continuous tone signal which rescue aircraft can use to "fix" his position. Two-way conversation may be carried on between the stranded airman and the rescue aircraft. The ultra-high frequency voice and tone signals are broadcast on an emergency frequency.

★ ★ ★

DEVELOPED IN COOPERATION with Army Ordnance Corps, a huge, new, experimental cargo-and-personnel carrier, which rides on rubber "pillows" instead of tires, was recently demonstrated.

Named the "Teracruz" to distinguish it from an earlier, basic design called the "Rolligon," the new vehicle is larger than its predecessor. It is 12 feet wide, 25 feet long and 10 feet high, and has eight traction bags compared with the Rolligon's three.

Greatest advantage of this type of vehicle is its ability to negotiate any type of terrain. The eight 3½-by-5-foot bags are inflated with only three to five pounds' air pressure and their traction surfaces are ex-

tremely broad. As a result, driving through sand, snow, marsh, ice, up steep inclines and along difficult side slopes is positive, safe and comfortable.

Powered by a 340-horsepower engine, the Teracruz has a gross weight of 40,000 pounds and a load capacity ranging from seven to 10 tons. A central inflation system enables the driver to increase or reduce air pressure in individual bags while en route.

★ ★ ★

PLAYING SMART, the Air Force is catapulting rocket test sleds, traveling at supersonic speeds, over a 1500-foot cliff at Hurricane Mesa, Utah, in its efforts to solve problems connected with emergency escapes from high speed aircraft.

No harm is done, however, for the test equipment is lowered by parachute to the desert floor below, where it is easily recovered.

Designated SMART (Supersonic Military Air Research Track), the project will duplicate on the ground actual supersonic flight conditions so that accurate observations can be made under controlled conditions. Aircraft seat ejection equipment, various types of parachutes, together with the effects of bail-out at supersonic speeds on both equipment and men, will be tested.

Full-scale testing of ejection equipment from aircraft at very high speeds is becoming impractical and expensive. By using this controlled, ground-mounted supersonic test sled track which is equipped with recording equipment, more detailed and accurate information can be obtained at less cost.

★ ★ ★

SIX TRAINING EXERCISES are tentatively scheduled by the Army for fiscal year 1956, involving approximately 135,000 troops. They will include Arctic indoctrination, amphibious and mountain operations, and command post exercises.

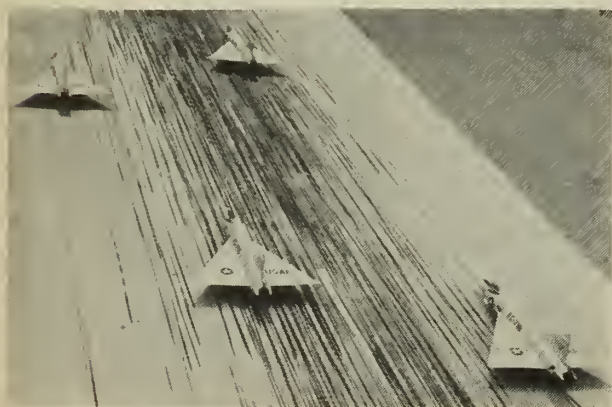
Exercise *Sage Brush*, a major joint Army-Air Force exercise, is scheduled for November-December 1955 in the Camp Polk, La., area. Approximately 112,000 Army and 33,000 Air Force personnel will participate.

The purpose of *Sage Brush* is to provide training, under battlefield conditions, for both friendly and "aggressor" forces. It will also determine the capability of Army and Air Force units operating jointly against numerically superior ground and air units.

Lode Star, an exercise in mountain and cold weather operations, began in July at Camp Hale, Colo., and will continue through next spring. Involving approximately 5000 troops over the extended period, it will provide training in mountain operations at high altitudes. Set up in three phases, the nine-month exercise will include aerial and tramway supply and evacuation, tactical air support, mountaineering, and testing of equipment.

Each of the continental U. S. Armies will conduct a command post exercise. These exercises will include tactical and logistical support of ground operations under atomic warfare conditions and are intended to train officers in new concepts, tactics, organization and techniques adopted by the Army.

Arctic Night is scheduled in the Northwest Command during February-March 1956. The exercise will provide



ALL-WEATHER, F-102A interceptors of the Air Force ready for take off at Mojave Desert base. Streaks are tire marks.

joint training in the employment of Army and Air Force units under Arctic conditions.

Fort Lee, Va., will be the site of a logistics exercise, *Logex*, to be conducted in May 1956. Plans call for participation of officer students of the Technical and Administrative schools and Army Reserve officers. It will afford them experience under battlefield conditions in the planning and conducting of operations in their respective services.

Approximately 2000 troops will take part in Exercise *Moose Horn*, to be conducted in Alaska during January-February 1956. *Moose Horn* is expected to provide experience in movement of a battalion combat team over highways from Ft. Lewis, Wash., to Alaska, under winter conditions.

High Seas, a joint Army-Navy command post exercise, will be conducted sometime in 1956, date and place to be determined later. Purpose of the exercise will be to train personnel in logistical support of amphibious operations.

Selected individuals from the continental United States will attend the Arctic indoctrination course to be held in Alaska, January-February 1956. The exercise will provide training in Arctic tactics and techniques.

★ ★ ★

TWELVE F-84F *Thunderstreaks* of the Strategic Air Command's 27th Fighter Wing landed at Bergstrom Air Force Base, Austin, Texas, after completing a 5118-mile non-stop flight from England in 10 hours and 48 minutes. The previous distance record for jet fighters was a 4840-mile flight from Tokyo to Australia last May. The present flight was a routine return from overseas deployment as part of SAC's continuing exercise of mobility in its combat units.

The leader of the flight, Colonel Richard N. Ellis, left Sturgate Air Base near London, England, after breakfast at 0800, London Standard Time, arriving in Austin, Texas, in time for lunch with his family.

Multiple air refuelings were accomplished during the flight by KC-97 tankers. The 27th is a unit of the Strategic Air Command's Second Air Force, whose 508th Fighter Wing holds the previous record for a non-stop flight from the United States to England. This flight was from Turner Air Force Base, Georgia, took 11 hours 24 minutes, covered 4630 miles and won for the 508th the Mackay Trophy for 1953.

★ ★ ★

THE FIRST MILITARY HOSPITAL specifically planned, financed, and constructed to serve all branches of the Armed Forces has been opened at Elmendorf Air Force Base, Anchorage, Alaska.

The 400-bed hospital is the largest service hospital in size and bed capacity in Alaska. It is built in three wings, the highest being eight stories. "Crumble" joints, designed to withstand earth tremors without endangering the structure, separate the reinforced concrete masonry wings.

The hospital has approximately 1000 rooms including private, semi-private and 24-bed wards, complete clinical facilities, a cafeteria, base exchange branch, recreation rooms, barber shop and a combination air raid shelter and theater which will seat 500 persons.



ARMY'S CONVERTIPLANE uses rotors for vertical flight and pusher type prop and wings for fast forward speeds.

FOR THE FIRST TIME in aviation history, a flight has been made in which an aircraft has converted from helicopter flight to conventional forward flight and back again. The XV-1 convertiplane, developed under a joint Army-Air Force contract, has demonstrated this capability.

The XV-1 has a rotor for vertical lift and a pusher propeller and short wings for forward flight. It carries three passengers in addition to the pilot, and can perform many helicopter missions at far greater speeds than a helicopter.

The convertiplane is powered by an engine located at the rear of the fuselage. Air compressors feed air to the tips of the rotor blades, where it is expelled through jets, turning the blades.

When the convertiplane is moving through the air at a sufficient speed for the wings to provide lift, the pusher propeller is started and the rotor is kept spinning at a reduced speed.

Several other models are in the process of development. The XV-3, for example, has twin rotors that tilt forward 90 degrees for forward flight. Conversion is completed in 10 to 15 seconds while plane is climbing.



MINIATURE RADIO receiver clipped to helmet is now being tested by Army for passing word to leaders of units.

BOOKS: THIS MONTH'S SELECTIONS FEATURE THE OUTDOOR LIFE

IN THE EVENT you're looking for some variety besides books about the sea, the Bureau of Naval Personnel library staff has chosen, among others, several selections that have to do with one phase or another of outdoor life—on dry land.

Sporting matters are abundantly taken care of, for example, by a selection of articles and stories—and pictures—that have appeared in the *Field and Stream* magazine. Opening with its first story, in 1896, about hunting the sharp-tailed grouse in Minnesota, *The Field & Stream Treasury* ends up with Robert Ruark's account of quail raising and shooting and Corey Ford's spring salute to fishermen. In between are yarns, adventures and experiences that cover the country—and Canada and Alaska—and fill the reader's game bag with plenty of hunting and fishing lore. It goes back to Indians and buffalo and bear; it moves on to

early motoring and Catskill hunting; it has an article on shotgunnery, taxidermy, shooting matches and anglermaniacs; and game of all kinds has its chance of appraisal. Stories by Zane Grey, James Oliver Curwood, Stewart Edward White, Irwin S. Cobb, Paul Brown, Archibald Rutledge, John Taintor Foote, the Buckinghams and, of course, many others. A nice Christmas present to give or receive.

If you've done much hunting you'll become thoroughly lost in the *Big Woods*, a collection of hunting stories by William Faulkner, with illustrations by Edward Shenton. The stories span two generations and are set in the Big Woods, thirty miles from Faulkner's Jefferson. Uncle Ike, who is the connecting link in the stories, was a boy turned ten when he and his mentor, Sam Fathers, left the habitations of man and took up permanent residence in the Big Woods, where he always wanted to be. By the time the final story is told, young Ike is old Ike, the land has changed, and civilization has made the Big Woods no longer a wilderness.

Venturing closer to the water, but not the sea, is *The Sound of White Water*, by Hugh Fosburgh. This short novel—which reads like non-fiction—is a craftsman-like report of a canoe trip by three men down a dangerous river. The story takes these men to the river and follows them downstream, through rapids and quiet pools, through calm days of fishing and loafing and through the severest trials in white water. The backdrop of the river and the wild country is always there, with a fine accuracy of feeling and detail; but the real interest remains on the men, how they act together and individually. A workmanlike job.

Difficult to classify but fascinating to read is *The Time Book of Science*. Here, the science editor of *Time* Magazine has compiled the most pertinent and provocative pieces to come from the magazine during the ten years of his tenure. The clarity and readability of this collection on even the most absolute subtleties of nuclear physics and communication theory have set a stylistic standard. The articles, ranging from mono-

graphs to memos, sweep over the motors and men of supersonic speed and ultrasonic sound, the electronic turtles of Walter Grey and the space stations of Von Braun, the field of atomic science, unusual inventions and discoveries such as experimental devices for causing temporary nervous breakdowns.

Men, Rockets and Space Rats, by Lloyd Mallan, is another manifestation of our Buck Rogers world to come. Jaunty, respectful, and conversational in style, the narrative delves into much of the testing and actual construction being carried out by the Air Force and by private concerns in connection with government laboratories. Yeager's test flight in the rocket ship when the speed of sound was surpassed paces the book in the first chapter. White Sands Proving Grounds, Thorp Walker and the Aerobee, the amazing acceleration and deceleration tests endured by Col. Stapp, the research balloons, the highlights of some of the following chapters, all of which add up to a fairly well-rounded view of present and future space flight. Possibilities for actual space flight are discussed in the last chapter.

Navy life isn't entirely neglected, of course. This month's offering includes *The Navy's Here!* by Willi Frischauer and Robert Jackson. It's an exciting and dramatic account of a true-life sea adventure of *Altmark*, secret supply ship of the Nazi raider *Graf Spee*. This tells what happened to the prisoners taken by that ship after being transferred to *Altmark*.

Had enough non-fiction? Try, then, *The Prophet*, by Sholem Asch. The "prophet" of the title is the Second Isaiah, of whom little is actually known. In spite of, or, perhaps, because of its mystic overtones the result is a fascinating adventure story. Throughout, the immortal words of the prophet, his challenges to his people, his exaltation, his visions, make the Biblical chapters live again—as they live today each week in the Jewish synagogue and temple.

Nicholas Monsarrat, who proved his stature with *The Cruel Sea*, has adopted a quick change of pace with *Castle Garac*, described by some reviewers as a modern fairy tale, virtually complete with ogre and ogress, captive princess, rescuing prince, towered and walled castle and all the rest. To be less figurative, it's a romance with a happy ending. The setting is the Riviera.

SONGS OF THE SEA




Was You Ever in Rio Grande?

Oh, say, was you ever in Rio Grande?
Way, you Rio!

Oh, was you ever on the strand?
For we're bound for the Rio Grande!
And away, you Rio!
Way, you Rio!

Sing fare-you-well, my pretty young girls,
For we're bound for the Rio Grande!
Oh, New York town is no place for me;
Way, you Rio!

I'll pack my bag and go to sea
For we're bound for the Rio Grande!



WORLD'S FIRST GUIDED MISSILE CRUISER

**ALL HANDS
SPECIAL
SUPPLEMENT**

Taking her place with the atomic submarines and super flattops of the 'Navy of Tomorrow' is the new guided missile cruiser, carrying potent weapons that seek out the enemy.

A new and powerful weapon was added to the U. S. Navy's Fleet at the Philadelphia Naval Shipyard on 1 November when USS Boston (CAG 1), the world's first guided missile cruiser was commissioned in ship-board ceremonies at Pier 6.

Among military and civilian dignitaries at the ceremonies were Secretary of the Navy Charles S. Thomas, and Chief of Naval Operations Admiral Arleigh A. Burke, USN.

This is the story of the world's first guided missile cruiser and her predecessors, with comments about the Navy of the future by leading men in the sea-service.

LIKE THE ATOMIC SUBMARINE USS *Nautilus*, (SSN 571), the gigantic aircraft carrier *Forrestal* (CVA 59), and the big jet seaplane *Seamaster*, which also became long-awaited realities this year, *Boston* points the way to the Navy of the future.

According to some opinions, in time the guided missile—with or without a nuclear warhead—may well replace the gun and bomb as the major weapon of sea

power. This may be, but the fact remains that the guided missile cruiser *Boston*—the starting point for the new Navy—is here.

The 673-foot vessel will be used primarily as a launching station for the Navy's new needle-nosed anti-aircraft missile, the *Terrier*. *Boston* is the first of two guided missile ships to be converted at this time. Her sister ship, USS *Canberra* (CAG 2), is scheduled for commissioning in the spring of 1956.

Boston underwent drastic changes in preparation for her mission of antiaircraft warfare, but she is only half converted—she still has the great guns of the cruiser in forward turrets and only her after turrets have been replaced by the missile launchers.

Of these there are two pairs. The *Terrier* missile itself is about nine feet long. At its base is a booster cylinder nearly as long. The booster impels the weapon high in the air and then drops away, leaving further propulsion to the internal mechanism of *Terrier*, and its guidance to the long-range electronic control of *Boston*.

The loading rooms are just below the turret. They carry 72 *Terriers*, all mounted on a "coke bottle" turnabout, which lifts the new charge straight up and into the launcher. The speed with which this massive job can be done permits all four missiles to be fired in less than one second and to reload twice every minute. In theory, no missile can miss a target in its range and the new firing is directed toward a new target.

Other changes have involved a complete modernization of *Boston's* radar and other electronic gear to give the ship the most up-to-date CIC (combat information center) possible. It has a rapid target designator that makes it possible for the deadly *Terriers* to destroy a number of planes attacking the Fleet at the same time.

Boston also can fire bombardment guided missiles against land or ship surface targets by carrying along portable launchers for the *Regulus* missile on special missions. In time, it is predicted, *Boston* will acquire a built-in capability of firing such surface-to-surface weapons. Such alterations to this end were not made at this time because of the desire to give the Fleet the protection of the *Terriers* as soon as possible.

(Some existing ships of the Fleet are already capable of firing the *Regulus*, which is a high subsonic pilotless bomber, *USS Los Angeles*, (CA 135), for example, has a built-in *Regulus*-launching rack and other cruisers and aircraft carriers can carry portable racks. Flattops with steam catapults can launch the missile.

(Two fleet submarines, *Tunny* (SSG 282) and *Barbero* (SSG 317), have been more extensively modified to fire the *Regulus*. The missiles may be fired from the surface of the ocean, although experiments in firing guided missiles from submerged subs have been made.

(A new submarine, built from scratch to launch guided missiles, will be laid down under the present building program. Congress has also voted funds for building three 3900-ton frigates to fire the *Terrier*. One of the 512-foot craft will be built at the San Francisco Naval Shipyard and the other two at Puget Sound.)

The Navy will also convert *USS Galveston* (CL 93) into a guided missile craft that will carry the newer, longer range missile *Talos*, and modify *USS Gyatt* (DD 712) for firing the *Terrier*.

RADM John H. Sides, USN, commander of the Navy's first guided missile cruiser division, is authority for the statement that two *Terriers* fired at an attacking plane "normally should take care of it."

The *Terrier* is designed to intercept aircraft under all weather conditions at longer ranges and higher altitudes than conventional aircraft guns. It is launched by a "booster" quite similar to that of the Nike, and then moves at supersonic speeds by its own power. It is aimed at the target rather than almost straight up, as is the Nike.

The *Terrier* was fired experimentally in Fleet operations last year from the *USS Mississippi* (AG 128), the experimental gunnery ship. This operation marked the completion of the *Terrier's* test fire program.

Developed by the Navy's Bureau of Ordnance, the *Terrier's* technical direction was provided by the Johns Hopkins University, Applied Physics Laboratory, Silver Springs, Md. Currently, the missile is being produced in quantity in the Naval Industrial Reserve Ordnance Plant at Pomona, Calif.

The new needle-nosed weapon may be launched

Missileers Will Play Big Role

At the commissioning of *USS Boston* (CAG 1), the Navy's first guided missile ship, Chief of Naval Operations ADM Arleigh A. Burke, USN, gave a report concerning the manner in which the "New Navy" is shaping up. His statement, excerpts of which are presented here, is of great interest and importance to every Navyman.

THE YEAR 1955 has been a momentous one for the fleet. It marks the beginning of the nuclear-age Navy.

We have placed in commission our first nuclear-powered submarine, *USS Nautilus*. She is a truly remarkable weapon—with almost unlimited future. Today, *Nautilus* is fitted in as just another ship of the fleet—but a mighty potent one. She and her far-reaching, fast-moving sisters to follow will have many built-in capabilities. Some of them will be capable of attacking enemy convoys at high speeds, some of them will be capable of fighting against enemy submarines, some will provide early warning for enemy threats from the air and sea, some will lay mines, some will fuel and support seaplanes, some will launch commandos, and some will launch guided missiles against targets on sea or land. All these submarines will have two or more capabilities—all will be multi-purpose. These, and many similar tasks, will be accomplished by our nuclear-powered submarine fleets of the future.

We hope to extend nuclear power to the combatant surface Navy within the next couple of years—to guided missile cruisers such as *USS Boston*—to frigates—and to aircraft carriers.

A few weeks ago we commissioned *USS Forrestal* (CVA 59)—today's ship of the line. With this class ship in our fleets, the Navy has increased its ability many fold to make reprisal attacks from the sea. Along with this ship have come new attack aircraft—the A3D *Skywarrior*, and the A4D *Skyhawk*. These new aircraft will carry very effective air-to-air missiles. They can carry any one of many types of atomic weapons. They are fast and they can fly great distances. They are good aircraft.

We have under development a new seaplane that shows great promise. For many years naval planners have worked on the development of a seaplane concept. We have been able to build the submarines to replenish and support her—the tenders and floating docks and mobile logistics to exploit her fully. Now it looks as if our dream has come true with the new P6M *Seamaster*. She has speed; she has range. She has rough-water capabilities. She is capable of delivering atomic bombs and mines against enemy targets. She will have the support and the protection of the myriad weapons of the sea to exploit her full poten-

readily from the ship or ground to search out and destroy with deadly accuracy any type of attacking aircraft. Because of its adaptability to amphibious warfare, the Marine Corps has selected it as its first anti-aircraft missile.

Equally effective at night, the *Terrier* is guided by several different electronic devices aboard ship. Radar and electronic equipment for detecting targets and for

Atomic Age Navy, Says ADM '31-Knot' Arleigh Burke, CNO

tiality, and use the seas to our country's maximum advantage. She will add much versatility and flexibility to our country's sea-based retaliatory forces.

This Navy of ours is already a powerful, hard-hitting outfit. Tomorrow she will be even more powerful as all our military services gird to meet any threat to our country's existence. Our Navy will be critically dangerous to an enemy in a limited war or an all-out war. We will force him to dilute his defenses. We will force him to disperse both his offensive and defensive forces. As the Navy grows stronger, it will demand increasing attention. The Navy will pack a terrific atomic wallop. Naval air will be capable of striking targets from many different directions, from many different altitudes, using many types of aircraft and missiles.

Now we are commissioning *Boston*—our Navy's first guided missile cruiser. Thus in 1955 we have completed a triumvirate of things to come, for the Navy.

There have been many miraculous changes in our Navy since those pioneering days of 1776 when the first *Boston*, a 24-gun frigate, required 17 days to sail across the Atlantic. There have been many changes since *Boston* number two fought at Lake Champlain, with stones ballasting her stern to trim for the single twelve-pounder mounted on her bow. There have been many changes since *Boston* number three—a beautiful 136-foot corvette—fought against the pirates in the West Indies at the turn of the 19th Century—whose crew members were allowed 1½ pounds of beef, 1 pound of potatoes; and, as a special treat, a ration of pudding on Sunday—whose living quarters got no fresh air except during actual battle when her ports were opened to run out her guns, and the passing of shells stirred a slight breeze, whose sick bays had no "APCs" and the main medical instrument was the surgeon's saw. There have been many changes since *Boston* number four sailed the Atlantic and the Mediterranean for the main purpose of showing the American flag, and since steel-hulled *Boston* number five fought under Admiral Dewey in the Battle of Manila Bay. And indeed there have been many changes in the last 10 years since the ship that we are commissioning today fought as a heavy cruiser during World War II.

You will notice the huge number "One" on the side of this ship's bow. That "One" is a symbol of great significance. This ship is the first of literally dozens of fighting ships that will don new armaments within the next five years. It is armament such as this that will give our fleets the striking power to go where they need to go—to do the job that needs to be done, in time of peace, in time of limited war, and in time of nuclear war.

"hom ing in" the missiles represents a most drastic change. Designed for a maximum degree of automatic operations, this equipment is the most modern available.

The new division—Cruiser Division 8—will be composed of *Boston* (CAG 1) and USS *Canberra* (CAG 2), with *Boston* serving as division flagship.

RADM Sides was earlier Director of the Guided Missiles Division in the Office of the Deputy Chief of



ADM Arleigh A. Burke
Chief of Naval Operations

Now let us look to the future. Today, the sailors are taking over from the developers. You will bring life to this vast mass of electronic gear, explosives and steel. Many of you men aboard *Boston* have completed special training in guided missiles. You are truly the pioneers of a new era of naval warfare. It is your duty and your privilege to discover the potential of this ship's new armament and to train other "missileers" who will follow you.

Today's ceremony is actually a preview of things to come. It is the first phase of the Navy's planned introduction of quantum improvements in her armaments.

Boston is our first surface-to-air guided missile ship. Supersonic *Sparrows*—air-to-air missiles are already in operation. *Petrel*—the air-to-underwater guided missile—is already entering the operational stage. *Regulus*, with a surface-to-surface capability is being exploited in fleet units—in submarines, cruisers and aircraft carriers. The missile growth curve has just started its upward sweep in the Navy. In a month, we will have more—and thereafter more. The long dry spell in missile development is over.

Men of *Boston*—you have a wonderful ship, a trained crew, unlimited opportunities. On you and the ability you demonstrate will depend much of the Navy's future. Good luck, and may God sail with you.

Naval Operations for Air, before taking over command of CruDivEight.

The new cruiser division, under operational control of Commander Battleship Cruiser Force Atlantic Fleet, is expected to be employed in rotation with other cruiser forces operating in the Mediterranean.

RADM Sides believes the new ability of the Fleet to protect itself against air attack, signalled by the com-

SecNav Sees 'Navy of Tomorrow'

"I have not been describing a futuristic or imaginary Navy. The parts of this new Navy are here today."



Charles Sparks Thomas
Secretary of the Navy

This was the keynote of a speech at Jacksonville, Fla., in which the Honorable Charles S. Thomas, Secretary of the Navy, made it clear that the so-called "Navy of Tomorrow," with nuclear propulsion and guided missiles, is actually here today.

"The day of the rifled gun is coming to an end," said SecNav in speaking of the new guided missile cruisers in his

outline of the Navy.

First of these cruisers is *USS Boston* (CAG 1), to be joined by *USS Canberra*, scheduled to join the fleet early in 1956.

New destroyers and escort vessels are equipped with the latest weapons for the detection and destruction of enemy submarines, said the Secretary of the Navy.

Mr. Thomas said the next improvement in seaplanes probably will be nuclear power. The seaplane, he said is the logical aircraft for atomic power because of its strong hull, and seawater as a shield against atomic radiation. It can be built with the performance to equal any land plane.

missioning of *Boston*, will affect sea warfare fundamentally. It makes it possible to destroy bombers without losing several fighter planes in the process as has been past experience, he says.

"It is my personal opinion," RADM Sides has said, "that within five years, the Navy will have dozens of guided missile ships. They will include not only vessels carrying antiaircraft missiles but also larger ships with surface to surface missiles capability."

He feels, however, that guided missiles will not replace piloted planes "during this generation." For the "next several years," he says, guided missiles will give the Fleet an "important new potential" that will supplement rather than replace naval guns and aircraft.

MANY SHIPS of the modern Navy will fire guided missiles. Here tests are being made from submarine.



Boston—A Historic Navy Name

USS Boston is a proud name in a proud lineage. Six *Bostons* have served the United States almost continuously since the first ship of the name, a 24-gun frigate, joined the original U. S. Navy in 1776.

The first *Boston* was built at Boston, in 1776. In 1778, en route to France with Commissioner John Adams, she captured the British ship *Martha* and a valuable cargo. Later she cruised in European waters, and made several other captures.

The second *Boston* was a gondola, 3 guns, 45 men, and was one of the Squadron on Lake Champlain.

Boston number three was a 700-ton frigate, carrying 28 guns and 230 men. During her two cruises in the West Indies before she was placed out of commission under terms of the Peace Establishment Act in 1801, she captured, alone or in company, many prizes among which were the schooner *Weymouth*, Danish brig *Flying Fish*, ship *Two Angels*, the sloops *Le Heureux* and *La Fortune* and the brig *Hope*.

The fourth *Boston*, which had a displacement of 700 tons and carried 18 guns, was also built in Boston, this time in 1825. She served all over the world, and was finally lost in 1846 during a squall.

A considerable period elapsed between the loss of *Boston* number 4 and the launching of the 3000-ton *Boston* number 5 in 1884. As one of the ABCD cruisers in the then "new Navy"—they were *Atlanta*, *Boston*, *Chicago*, *Dolphin*—she went to sea with the famous "White Squadron," fought with Commodore George Dewey at Manila and landed her Marines on Hawaii and in Panama during her long career.

She was decommissioned in 1899 but was called back into the service three times, eventually taking the name *Despatch* when the sixth *Boston* (CA 69) was commis-

THERE WERE SIX BOSTONS. Here is the third, a frigate, and the steel cruiser of the 'White Squadron,' 1889.





AIRCRAFT CARRIERS have helped in the development of sea-to-air missiles by these firing tests from decks.

sioned. In 1846, she was towed to sea, set ablaze and sunk by naval gunfire. (ALL HANDS, May 1946, p. 47.)

Boston—Before Conversion

Construction of the sixth *Boston* was ordered by the Navy Department on 1 Jul 1940 as the second heavy cruiser of the *Baltimore* class. She was built for speed, maneuverability and tremendous fire power. She officially hoisted her ensign at commissioning ceremonies on 30 Jul 1943.

As a unit of the famous Task Force 58, *Boston* participated in the seizure of the Marshall Islands, helping to secure the Eniwetok and Kwajalein atolls in 1944.

From there, *Boston* steamed north for the first raid on the Palau islands and the Western Carolines. At dusk on 30 March torpedo planes attacked the task force and for the first time the guns of *Boston* fired at the enemy. Her first "kill" was scored on 29 Apr 1944 when the task force made its final strike against the Japanese island fortress of Truk.

In mid-May *Boston* participated in an attack on the islands of Marcus and Wake. This action proved to be the tune-up for one of the most vital missions of the entire war—the attack on the Marianas. Besides the almost complete annihilation of Japan's carrier air power, *Boston* helped to cripple the enemy fleet.

The Fourth of July was celebrated by giving the island of Iwo Jima its first plastering by naval guns.

Joining the newly formed Third Fleet in September, *Boston* spent the next few months in action at Palau, Mindanao, Cebu, Negros, Zamboanga, Morotai, Peleliu, Ulithi, Manila Bay, Okinawa, San Bernardino Strait, Luzon and Mindoro.

She was under way again on New Year's Day, 1945, supporting the Third Fleet in dealing death blows to the remnants of the Japanese fleet. Taking time out in

Navy's First CAG Commander

Captain Charles B. Martell, USN, has assumed duties as commanding officer of the world's first guided missile cruiser.

A holder of the Legion of Merit, Captain Martell commanded the experimental gunnery ship, *USS Mississippi* (AG 128), last fall when she successfully employed guided missiles in Fleet operations.

When World War II broke out, Captain Martell was gunnery officer of the battleship, *USS New Mexico* (BB 40). In 1943 he joined the staff of Commander-in-Chief, U. S. Fleet where he served as Antiaircraft Readiness Officer. At the war's end, he commanded the attack transport, *USS Union* (AKA 106), and in 1947 took over command of *USS Aucilla* (AO 56), a fleet oiler.

From 1948 to 1951, Captain Martell served as Assistant Director of the Navy's Atomic Energy Division, Office of the Chief of Naval Operations. He assisted in development of the U. S. Navy's competence to conduct atomic warfare. During the Korean conflict he served on the staff of the Commander in Chief, Pacific Fleet.

Captain Martell has been selected for promotion to the rank of Rear Admiral.



CAPT Charles B. Martell
Skipper of *USS Boston*

March for a stateside overhaul, *Boston* rejoined the Pacific Fleet in July and continued carrier operations against the enemy. She anchored in Tokyo Bay the day after the formal Japanese surrender on 2 Sep 1945.

The *Boston* was subsequently decommissioned and assigned to the Pacific Reserve Fleet. In February 1952 she was towed through the Panama Canal to Philadelphia where conversion was begun in April 1952.

In addition to her *Terrier* armament, the present-day *Boston*, as CAG 1, is armed with six 8-inch guns in forward turrets; 10 dual-purpose guns in five turrets; and 12 3-inch rapid fire weapons in six mounts. She has a standard displacement of 13,600 tons, with a speed listed at 32 knots. She carries a complement of 1635.

USS BOSTON (CAG 1) is eased out to sea by tugs while *Terriers* in launchers are poised to take off on her decks.



TAFFRAIL TALK

THERE'S LITTLE DOUBT about it—all hands are becoming more and more enlistment-conscious.

Richard Justinger, YN1, of the Key West, Fla., Naval Base, for example, has literally "enlisted" his new-born daughter, Terri Gale, into the human race.

Proud Navy parents might be interested to know that Justinger sent out birth announcements that bear a startling resemblance in form and terminology to the enlistment contracts signed by personnel when they enlist in the armed forces.

Terri "enlisted in the civilian reserves," according to the announcement (or is it "enlistment contract"?), in Key West's Naval Hospital in September.

The seven-pound, brown-eyed miss signed up for a lifetime hitch, says the announcement, and was immediately placed on active duty.

The examining surgeon at Terri's physical was LT A. L. Tanis, (MC), USNR, who is on the staff of the hospital.

Terri's parents were her recruiters.

For the benefit of future Navy recruiters, here's Terri's enlistment contract.

ENLISTMENT CONTRACT

Name			
Terri Gale			
Place of Birth			
Ward "E" Naval Hospital, Key West, Florida			
Home Address (City)		State	
119-A Peary Court, Key West		Florida	
Date of Enlistment		Enlisted In	
4 Sept. 1955		Civilian Reserves	
Accepted for Enlistment At			
Ward "E" Naval Hospital, Key West, Florida			
Enlisted For		Prior Service	
Life		No	
Placed On			
Active Duty			
Description			
Sex			
Female			
Color Hair	Color Eyes	Height	Weight
Dark Brown	Brown	20"	6 lbs. 14½ oz.
Examining Surgeon			
Dr. Tanis			
I oblige and subject myself to serve continuously from			
4 September 1955			
Unless sooner discharged			
Subscribed and sworn to before me this 4th day of September 1955			
and contract perfected			
Recruiters: Bonnie and Dick Justinger		Official Title: Parents	



The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 23. Jun 1955, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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In most instances, the circulation of the magazine has been established in accordance with complement and an aboard count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin.

• AT RIGHT: TRADITIONALLY the ship's cook is responsible for keeping the bell shined. Following in the footsteps of his salty predecessors is J. W. Wynn, CS2, USN, polishing the bell of USS Mount McKinley (AGC 7).



24 HOUR WATCH?



**SECURITY is a round-the-clock
responsibility of every navyman**

**if your job is classified:
keep it that way**

DON'T TALK ABOUT IT

DON'T WRITE ABOUT IT

**SECURITY IS PART OF THE
NAVY'S BASIC MISSION-
THE DEFENSE OF THE NATION**



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